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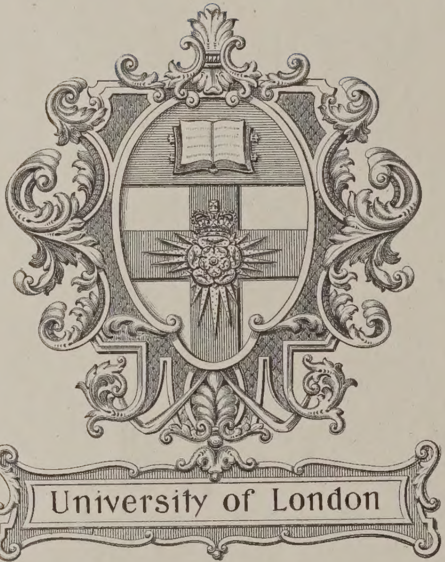

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ACCOUNTS AND PAPERS:

THIRTY-EIGHT VOLUMES.

—(30.)—

MANUFACTURES AND COMMERCE,
AND TRADE OF FOREIGN COUNTRIES.

Session
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ACCOUNTS AND PAPERS:

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THIRTY-EIGHT VOLUMES:—CONTENTS OF THE

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BY

HER MAJESTY'S SECRETARIES OF EMBASSY AND LEGATION,

ON THE

MANUFACTURES, COMMERCE, &c.,

OF THE

COUNTRIES IN WHICH THEY RESIDE.

No. 5.

REFORM CLUB
PALL MALL

Presented to both Houses of Parliament by Command of Her Majesty.
1862.

LONDON:
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REFORM CLUB
PALL MALL

Belgium.

Report by Mr. Herries, Her Majesty's Secretary of Legation.

Carlsbad, June 20, 1861.

TRADE was very languid during the early part of the present year, but some symptoms of returning animation have latterly appeared.

The last official Returns show under the head of exports an increase of 3 per cent. during the first four months of 1861 as compared with the corresponding period of 1860, and of 13 per cent. against the first four months of 1859. They give, on the other hand, a falling off of imports during the same period in 1861 amounting to 15 per cent. as compared with 1860, and to 2 per cent. in comparison with the imports of the first four months of 1859. The comparison of the Returns for 1861 with those of last year shows the following as the principal items of increase and decrease :—

Exportation.

Increase.—Coals, cottons, fire-arms, flax linens, machinery, warlike stores, implements, &c., woollens, zinc.

Decrease.—Butter, cloth, glass, iron, linen yarn, nails.

Importation.

Increase.—Cattle, cotton wool, sugar (unrefined).

Decrease.—Coffee, corn, cottons, flour, hides, linen yarn, oil seeds, rice, wine.

The most important events of the last six months were the settlement of the currency question, and the termination of the long-pending commercial negotiations with France.

The Bill alluded to in my last Report for the recognition of French gold coins as legal tender in Belgium, and the issue of pieces of similar value and denomination from the Belgian Mint, passed both Chambers by large majorities after long and interesting debates, and was promulgated as a law by Royal Decree on the 4th of June, 1861. Having already treated this subject at some length I shall not further dwell upon it at present.

The Treaty of Commerce between France and Belgium of 1854, that would otherwise have expired in 1859, was then prolonged for a further term of two years. A new arrangement has now been substituted for it by the Treaty signed at Paris on the 1st of May, 1861.

The scale of duties established for British goods imported into France by the Supplementary Conventions of 1861 is made generally applicable to Belgian produce, on certain articles of which still further reductions have been obtained.

In favour of France the import duties of the Belgian Tariff are lowered on—

Coals, from 1 franc 70 centimes to 1 franc per ton;

Pig iron, from 2 francs 40 centimes per 100 kilogrammes to 1 franc 50 centimes in 1861, and 1 franc in 1864.;

Wrought iron, from 4 francs 80 centimes to 4 francs in 1861, and 3 francs in 1864;

Cast and wrought-iron wares, from 16 francs 10 centimes and 30 francs respectively to 4 and 6 francs;

Machinery, from 6 francs, 9 francs, and 14 francs 40 centimes, to 4 francs, 6 francs, and 12 francs per 100 kilogrammes;

Earthenware, under the present general tariff equivalent to 80 per cent., to 20 per cent. *ad valorem* in 1861, and to 15 per cent. in 1864;

Porcelain, from 72 and 96 francs the 100 kilogrammes to 15 per cent. *ad valorem* in 1861, and 10 per cent. in 1864.

Glass of various kinds, to 10 per cent. *ad valorem*, or specific rates equivalent to that amount;

Linen manufactures, to 15 per cent. *ad valorem ;*

Linen yarn, to rates varying from 10 to 30 francs per 100 kilogrammes;

Woollen manufactures, to 15 per cent. *ad valorem* until 1864, and 10 per cent. after that date, with the exception, however, of carpets, on which the duty will remain fixed at 15 per cent.;

Woollen yarn, to 20 and 30 francs per 100 kilogrammes;

Cotton manufactures, to rates representing 15 per cent.;

Cotton yarn, from 1 franc and 1 franc 27 centimes to a scale ranging between 15 and 40 centimes per kilogramme;

Silks, from 4 francs 64 centimes to 3 francs the kilogramme;

Paper of all kinds, to 10 francs per 100 kilogrammes until 1864, and 8 francs afterwards.

Arms, books, and certain chemical products will be admitted into Belgium from France free of duty.

The prohibition of the importation of salt by land into Belgium is abolished.

Great difficulty was experienced by the Belgian and French negotiators in coming to an agreement respecting sugar, wine, and spirits, in consequence of the peculiarities of the fiscal legislation of their respective countries.

With regard to sugar the French Plenipotentiaries refused to consent to any arrangement unless the differential excise duties in Belgium on beet-root and cane-sugar were equalized so as to deprive the former produce of the protection which it has hitherto enjoyed, the duty on Belgian beet-root sugar being 42 francs against 48 francs per 100 kilogrammes on cane sugar. This demand was at last acceded to, and it was stipulated by the IXth Article of the Treaty that the excise duty in Belgium on raw sugars, both beet-root and cane, should be fixed at 45 francs the 100 kilogrammes, and further that the rate of drawback on exportation from Belgium should be reduced to 60 francs per 100 kilogrammes for sugar candy; 55 francs 50 centimes and 45 francs for refined sugars according to their quality. On Belgian sugar imported into France the following duties will be payable:—Refined, 41 francs, and beet-root, unrefined, 2 francs per 100 kilogrammes.

The Belgian import duties on French sugars are settled thus:—Refined (excise included), 60 francs, and beet-root, unrefined (not including the excise duty), 1 franc 20 centimes per 100 kilogrammes.

On French wines the Customs import duty remains as before, but the Excise duty to which they are subject in Belgium is to be reduced gradually from 31 francs 80 centimes per hectolitre (its present rate) to 22 francs 50 centimes in 1862.

The Excise duty now levied in Belgium on foreign spirits is 59 francs the hectolitre, which, added to the Customs import duty, amounts to the almost prohibitory rate of 66 francs 50 centimes. French brandies are to be admitted at a total duty of 45 francs from October 1, 1861, to October 1, 1864, which duty will after the latter date be further reduced to 42 francs 50 centimes.

The free exportation of Belgian iron ore of all kinds to France will be permitted after January 1, 1862, and an export duty of 12 francs the 100 kilogrammes is reciprocally substituted for the present prohibition.

Two Conventions, one of navigation, and the other for the protection of copyright of literary and artistical works, models and designs, patterns, &c., for manufactures, were signed by the Belgian and French Plenipotentiaries simultaneously with the Treaty of Commerce.

By the former, the treatment of the most favoured nations is secured unconditionally to the two Contracting Parties. The general assimilation of the French to the Belgian flag in the ports of Belgium is extended to the importation of salt (unrefined) from all countries. The reimbursement of the Scheldt dues, which was secured absolutely to French vessels by the Convention of 1849, is now granted to them only so long as it continues to be allowed to Belgian vessels, and various other matters of no great importance are regulated.

The new Copyright Convention renews, with sundry modifications, the stipulations of the previous Convention of 1852, relating to literary and artistical works, and it further applies the same principles to designs for manufactures, trade marks, &c.

These two Conventions, together with the Treaty of Commerce above-mentioned, having been sanctioned by the Senate and Chamber of Representatives, were ratified on the 27th May, 1861, and the laws putting their several provisions in force in Belgium were promulgated by Royal Decrees on the same day.

(Signed) EDWARD HERRIES.

Switzerland.

Report by Mr. Burnley, Her Majesty's Secretary of Legation.

Berne, July 1, 1861.

General Trade of Switzerland in 1860.

Imports.

	1859.	1860.
Cattle .. .. Head	213,721	217,706
Agricultural implements . .. Francs	807,832	418,537
Goods rated by the load (15 quintals). Loads	360,130	147,542
Consisting chiefly of—		——
Fuel and timber for building purposes .. Loads	90,857	..
Lime and gypsum . ,,	24,339	..
Coke, coal and turf . ,,	151,378	..
Goods rated by the quintal (100 lbs.)	Quintals 7,411,038	Quintals. 7,858,575
Amongst which—		——
Starch figures for	..	29,671
Butter and lard	..	34,785
Dye-woods	..	47,795
Coffee	..	130,060
Chicory	..	55,213
Cereals and dried vegetables .	..	3,113,082
Such as—		——
Corn	..	2,367,590
Rye	..	86,571
Oats	..	185,248
Barley	..	97,250
Indian corn	..	299,644
Haricots	..	34,812
Peas	..	5,994
Various other kinds ..	..	35,973
		——
Flax, hemp, and tow	..	16,074
Cotton-yarn and twist ..	..	7,474
Cotton, raw	..	332,040
Cotton goods	..	39,627
Leather	..	16,325
		Quintals.
Silk waste	..	13,625
Drugs and spices	..	52,220
Brandy and alcohol ..	..	88,840
Silk stuffs	..	2,080
Flour	..	502,658
Malleable iron	..	184,598
Pig iron	..	164,783
Cast iron	..	58,609
Linen yarn	..	21,090
Cheese	..	5,070
Southern fruits	..	15,540
Madder	..	39,280
Olive oil	..	14,688
Common oil	..	152,434
Wool	..	11,508
Woollen goods	..	35,112
Books and music	..	8,442
Machinery	..	55,537
Metals, other than iron ..	..	26,865
Paper and board	..	12,045
Pottery	..	10,769
Porcelain	..	15,150
Rice	..	102,032
Soap	..	41,976
Salt	..	233,852
Silk and silk ..	..	22,307
Sugar	..	205,850
Tallow	..	41,967
Tobacco, in the leaf ..	..	86,331
,, made up ..	..	19,806
Glass and crystal . ..	..	43,330
Wine in bottle	..	6,523
Vinegar	..	2,740

EXPORTS.

		1859.	1860.
Cattle	Head	88,498	90,281
Goods rated by the load	Loads	45,179	42,666
Value of wood and charcoal exported	Francs	4,251,045	6,098,530
Goods rated by the quintal	Quintals	757,652	811,482
Amongst which—			Quintals.
Butter figures for		..	1,985
Floss silk		..	4,076
Coffee		..	1,572
Cereals and dried vegetables		..	28,208
Straw hats and plaiting		..	4,228
Rags		..	5,518
Raw cotton		..	16,113
Cotton-yarn and twist		..	25,964
Cotton goods		..	166,046
Leather		..	4,270
Animal waste		..	7,382

	1859.	1860.
		Quintals.
Silk waste	..	4,760
Drugs and chemical products	..	4,382
Brandy and spirits of wine	..	1,737
Tanners' bark	..	22.813
Woollen and half-woollen stuffs	..	2,992
Silk and half-silk stuffs	..	28,784
Absynth	..	9,046
Flour	..	13,902
Earthenware	..	3,180
Cheese	..	146,784
Machinery	..	48,750
Watches and clocks	..	1,693
Wool, raw	..	6,059
Skins	..	35,709
Bran	..	23,561
Tobacco, in leaf	..	2,284
„ made up	..	4,505
Wine	..	4,968

TRANSIT TRADE.

	1859.	1860.
Cattle rated per head	82,305 head	93,948 head
Goods rated *ad valorem*	405,438 francs	14,011 francs
Goods rated per load	14,083 loads	38,081 loads
Goods rated by quintal	514.787 quintals	1,265,910 quintals

The general commercial results of 1860 are looked upon as favourable.

The preceding Tables show that the importation of the raw material, as well as the exportation of the manufactured article, and the transit trade, has not fallen off.

On account of deficient crops, the import of grain and potatoes has considerably increased; the following are the quantities as compared with the previous years:—

	1860.	1859.	1858.
	Quintals.	Quintals.	Quintals.
Grain	3,113,081	2,339,025	2,039,968
Rice	102,032	87,117	79,421
Flour	502,657	279,928	222,802
Total	3,767,770	2,706,070	2,342,191
Potatoes	377,825	104,940	81,870

Since the junction of the Swiss with the foreign lines of railway, considerable quantities of coal are imported, which will, no doubt, have some influence on the price of fuel.

The importation of coal and coke was—

	Quintals.		Quintals.
In 1855	480,605	In 1858	1,090,950
1856	557,880	1859	1,561,305
1857	783,720	1860	2,270,975

The increase between 1855 and 1860 amounted to 1,709,370 quintals, and between 1859 and 1860 to 709,670 quintals.

In a financial point of view the Customs yielded more in 1860 than in the year preceding it. The gross total is 7,765,925 francs, being an increase of 361,819 francs. Compared with the Budget Estimates, the increase was 1,783,516 francs.

The expenses of 1860 amounted to 3,482,755 francs. From this a deduction is made of the—

	Francs.
Indemnity to Cantons	2,467,689
Cost of clearing the Gothard of snow	41,379
Acquisition of *immeubles* and tools	115,457
Making a total deduction of	2,624,525

eaving for the real administrative expenses a sum of 858,228 francs, or 11 and a fraction per cent. on the gross receipts, a result much more favourable than that of any preceding year.

Cloth Manufactures.

Almost if not all of the clothing required for the Swiss army is made in Switzerland, chiefly in the Cantons of Glarus and Berne. I visited a manufactory at Belf in this neighbourhood myself, belonging to Messrs. Bay and Co., who obligingly showed me over it.

It is a very complete little factory, and was first started in 1843. It unites all the operations for the making and preparing of cloth, such as spinning, weaving, dyeing, and felting. The finest red cloth seemed to me to be particularly good. From fifty to sixty workmen and workwomen are employed on wages varying from 70 centimes to 2 francs per day.

They turn out yearly 25,000 ells of cloth, and buy from Saxony 300 cwt. of wool.

The mill is driven by a Tourbine water-wheel of 7 horse power.

Swiss Trade with France.

Exports to France.			Imports from France.		
	1858.	1859.		1858.	1859.
	Francs.	Francs.		Francs.	Francs.
General Trade	188,270,436	261,337,208	General Trade . ..	209,167,882	274,337,208
Special Trade	43,856,859	52,295,790	Special Trade	101,590,640	115,671,666
Balance going to other countries	144,413,579	209,041,418	Balance coming from other countries	107,577,242	158,382,479

List of Principal Exports to France in 1859.

Denomination.	General Trade.	Special Trade, or Swiss Goods absorbed by France.	Denomination.	General Total.	Special Trade, or Swiss Goods absorbed by France.
	Francs.	Francs.		Francs.	Francs.
Silk goods	134,072,956	3,051,809	Cattle	5,551,247	5,539,612
Cotton goods . ..	23,497,397	5,347	Cheese	4,985,273	2,158,990
Watches	26,627,331	4,925,298	Raw hides	3,373,001	2,783,200
Flock silk	12,396,464	3,596,943	Woollen goods ..	1,248,648	2,641
Raw silk	10,676,499	5,206,484	Goldsmiths' ash and waste	5,130,900	5,130,900
Straw hats and plaitings	4,677,904	445,861	Dressed skins ..	1,962,327	4,739
Wood	9,278,840	9,270,752	Horses	685,450	389,325
Jewellery and goldsmiths' work	3,725,430	112,685			

List of Principal Imports from France in 1859.

Denomination.	General Trade.	Special Trade, or Goods of French origin.	Denomination.	General Trade.	Special Trade, or Goods of French origin.
	Francs.	Francs.		Francs.	Francs.
Cotton goods . ..	13,505,500	4,244,504	Watches	1,095,460	868,910
Raw silk	38,441,792	2,616,912	Thread of all kinds ..	4,356,702	426,210
Cotton	21,888,121	42,592	Coffee	5,884,956	1,259
Woollen goods ..	32,168,745	10,753,928	Flour	3,324,054	2,949,634
Raw silk (moulinées) ..	21,858,228	10,651,149	Cattle	4,556,990	4,450,070
Cast iron and steel ..	12,070,732	209,097	Jewellery and goldsmiths' work	1,249,150	950,507
Cereals	6,162,054	5,859,079	Wearing apparel and bed-furniture ..	3,743,587	3,333,206
Silk goods	9,235,879	7,993,101	Horses	498,880	494,880
Refined sugar ..	5,036,160	4,773,803	Indigo	1,217,007	92,813
Raw sugar .. .	611,027	16	Machinery	3,399,965	661,440
Tools and work in metal	11,003,465	3,397,062	Haberdashery and buttons	3,168,840	3,026,571
Wine	13,755,070	13,572,736			
Oil	8,523,030	2,385,883			

With regard to the general export trade, there is a difference between the years 1858 and 1859, and in favour of the latter, of 73,067,772 francs.

Of Swiss goods, France absorbed, in 1859, 52,295,790 francs worth, against 43,856,859 francs worth in 1859.

The general import trade from France shows that in 1859 the increase was

65,170,316 francs more than in 1858, Switzerland figuring in part as a consumer for 115,671,666 francs against 101,590,640 francs in 1858.

French and Swiss Import Duties.

The Swiss duties on silk vary from 30 centimes (the duty on the raw article) up to 15 francs per quintal (100 lbs).

On cotton and wool they take the same range; the highest duty of 15 francs being imposed where the wool is half mixed with silk.

Watches have a range of duties from 8 to 15 francs per quintal.

Jewellery, of whatever kind, pays one uniform rate of 15 francs per quintal

Wine pays a duty of 1 franc 50 centimes per quintal in the cask if simple, and 15 francs if double. The latter duty is also charged on wine in bottle (30 bottles being taken as equal to 100 lbs).

Straw, for the purpose of plaiting, pays a duty of 30 centimes a quintal, straw plaitings 8 francs a quintal, and straw hats 15 francs a quintal.

Cheese pays a duty of 3 francs 50 centimes a quintal.

With the exception of watches and silk ribbons, wood, skins, and cattle, the Swiss products do not occupy a very important place in the French commercial tables, the importation into France of other articles than the above specified being either prohibited or burthened with heavy duties.

As may be seen by the foregoing figures, the special commerce of France with Switzerland is more than double that of Switzerland with France, and is, moreover, not restricted to certain raw products, but comprises a quantity of manufactured articles which renders it much more lucrative for the French, let alone the vast transit trade which is carried on with other countries through the French channels of communication.

(Signed) J. HUME BURNLEY.

Sardinia.

Report by Mr. West, Her Majesty's Secretary of Legation.

Turin, July 1, 1861.

WITH reference to the translation of a paper on the silk crop and testing establishments, which accompanied my Report of the 1st of July, 1858,* I now offer the following observation on the operations of the Turin establishment during the past year, and on the general state of the silk trade.

I may state, in the first place, that the system upon which the testing operations are carried on is the hot-air-apparatus test as adapted by M. Milesi, which has been finally adopted by the Turin Chamber of Commerce, and been in operation since the 15th of May of last year. It seems from the Report of the Chamber of Commerce that this system of testing leaves nothing to be desired. It combines, as compared with other systems, economy of fuel, a great saving of time, expedition in working, and the efficacy attributed to dryness in the currents of air. A much greater regularity as well as a higher temperature are also obtained, since when it is necessary to obtain the absolute exsiccation of the air currents, the apparatus maintans 130° centigrade, whereas with the system of steam 115° to 120° was as much as could be maintained. It would seem, however, that with a heat over 125° the silk loses its valuable gloss.

The Returns of the operations of the Turin Establishment for last year show 5,927 bales, weighing 385,841 kilogrammes, inspected.

In the year 1859 the number of bales was 5,915, weighing 405,666 kilogrammes. As compared with last year, therefore, there is an increase of 12 bales, but a decrease in weight of 19,825 kilogrammes. This may be accounted for by the fact that although the quantity of raw silk tested in 1860 was greater by 33 per cent. than in 1859, the quantity of worked silk tested was less by 5 per cent., as appears from the following statement:—

---

* See Reports presented to Parliament in 1859, p. 101.

	1859.	1860.
	Bales.	Bales.
Raw silk	963	1,289
Organzines Woofs Other articles	4,852	4,618

And since for testing raw silk a small quantity only is taken as a sample, whereas for organzines the bale in its entire weight is taken, the decrease of 5 per cent. in the number of bales of worked silk tested in 1860 will account for this apparent anomaly.

Referring to the figures of the annexed Table (No. 1), it will be seen that the quantity of silk submitted to test in the years 1859 and 1860, exclusive of 1857, when the production of silk was so notoriously bad, was nearly the same as in 1852, viz., 6,098 bales, weighing 402,886 kilogrammes, the intermediate years averaging from 7,000 to over 8,000 bales, weighing 465,000 to over 570,000 kilogrammes. It appears further from this Table that in the period of nine years, 1852-60, 61,336 bales, weighing 4,111,229 kilogrammes, were brought under test; an annual average, therefore, of 6,815 bales, and 456,803 kilogrammes weight. But last year there were only 5,927 bales, weighing 385,841 kilogrammes; 888 bales, weighing 70,961 kilogrammes, therefore, less than the average of the six preceding years, while the years 1852-57 will be found to show still more inferior results.

Thus the diminution in the amount of work in 1860, as compared with the previous years, is 5·138 per cent., and 18·390 per cent. in the weight of silk submitted to test.

The decrease in the quantity of silk tested last year over 1859 appears not to have been confined to Turin alone, since I find it was—

	Per cent.		Per cent.
At Lyons	0·985	At Zurich	2·972
St. Etienne	4·341	Crefeld	7·394
Aubenas	4·936		

On the other hand, however, it augmented—

	Per cent.		Per cent.
At Milan	8·619	At Udine	37·701
Bergamo	1·256	Florence	22·746
Brescia	15·364	Vienna	27·598
Como	16·929	Elberfeld	4·020

The decrease at the former places was caused, no doubt, by the deficiency of the produce in the South of France, while the increase at the latter places may be accounted for by the more judicious management of the silk-worms in Lombardy, and consequent better production of silk.

The Peace had naturally a beneficial effect at Vienna; and the German markets, and the silk trade of Florence, received an impulse from the annexation of Tuscany to Piedmont. In England the consumption appears to have been 13 per cent. less last year than in 1859. It would seem, therefore, that there has been, and still continues to be, a steady decline in the trade; and as the best proof of this is to be found in the yearly amount of work done by the Testing Establishments, I have examined the Reports of the Chamber of Commerce of Turin to the Minister of Agriculture upon this subject.

It appears from this Report that during the first six months of the present year, the operations, although limited, were steady, and maintained a fair proportion with other years.

America had not consumed the manufactured silk expedited during the previous year, so that no fresh orders were received, and the manufacturers were forced to content themselves with the local demand, and traffic the silk which they held in deposit, which passed from hand to hand as it came from the spinners.

The prospect of an abundant crop which the healthy condition of the mulberry-trees and silk-worms held out, caused the manufacturers to anticipate a decline in the price of cocoons, which would enable them to purchase raw silk at a much less price than they could obtain that which remained of the crop of 1859. But these expectations were doomed to disappointment, for, with the exception of Piedmont, and some districts of the other provinces of Italy, the produce turned out universally bad. The price of cocoons therefore rose, and a scarcity soon began to be felt. The buyers turned to the Piedmontese markets, where the price, owing to the more favourable produce, was not so high; and at the end of the month of July and beginning of August, the operations of the Turin establishment showed a marked increase. The demand caused an exportation which soon exhausted the stock; and as the spinners were unable to use the water-power till after the month of September, the water being required for purposes of irrigation, very little new silk was made into organzines, and much was bought and exported as soon as wound off. This accounts, therefore, for the increased operations on raw silk during the months of July, August, and September. In October the spinners were in full work, and the markets began to satisfy the demand. Accordingly the Establishment received 488 bales of organzines and 83 bales of woofs, and this with no diminution in the quantity of raw silk sent for testing.

This prosperous state of things, however, did not long continue. Towards the middle of November the news from America arrived, and the effect was immediately felt in the markets. Demand fell off, and the trade was paralyzed; for it is estimated that the American market has hitherto taken nearly one-half of the European produce. Things became worse in the month of December. The increasing troubles among the different States of the Union prevented all speculation, and ended in causing a total cessation of the demand. Prices fell, an absolute stagnation ensued, and the operations of the establishment declined from 658 bales to 475 bales.

The crisis would not, perhaps, have been so severe had not the uncertain state of political affairs in Italy in the spring caused a general fear of an European conflagration, and suspension of all commercial enterprise. The spinners feared to continue in such uncertainty as was supposed to exist, and resolved to realise without delay their capital invested in silk, Instead, therefore, of meeting the crisis calmly, they rushed into the market, although there was scarcely any demand, and sold at a loss which would have ruined them, had not the general commerce and industry of the country been sustained by liberal institutions.

Table No. 2 shows a similar diminution in the operations at Lyons, Aubenas, St. Etienne, Zurich, and Crefeld. The increase observable at Milan, Bergamo, Brescia, Como, Florence, Udine, Vienna, and Elberfeld arose from the more flourishing state of the produce in the Lombard provinces.

In those localities, which were more or less free from the disease, the silk-worm eggs were imported from other parts, and every care taken to prevent infection from indigenous eggs. The disease ("calcino") which has made, and is still making, such ravages appears to be contagious; but the theories as to the cause of it, and remedies proposed, are so numerous and conflicting that as yet no fixed system has been discovered for disinfecting the eggs.

It is the opinion of many persons competent to judge that the introduction of foreign silk-worms generally into Italy would not be attended with permanent benefit. It is said that the silk produced by the foreign worm does not possess the peculiar qualities for which the silk of Italy hitherto has claimed superiority over all other. On the other hand, I am told that foreign worms have produced a silk which has actually fetched a higher price in the market than any other; but it is admitted that the eggs at the end of two years entirely degenerated.

The prospect for the present year are by no means encouraging. The worms in many places after the fourth stage in the hatching have died, the disease appearing in all its virulence.

(Signed) L. S. SACKVILLE WEST.

(No. 1.)—Table showing the Quantity and Weight of Organzines, Woofs, Raw Silk and other Silk Articles, tested in each of the ten Years 1851-60.

Years.	Organzines.		Woofs.		Raw Silk.		Other Articles.		Total.		Dues.
	Bales.	Weight.	Bales.	Weight.	Bales.	Weight.	Bales.	Weight.	Bales.	Weight.	
		Kilogrammes.		Kilogrammes.		Kilogrammes.		Kilogrammes.		Kilogrammes.	
1851	2,477	188,546 38	628	43.470 0	1,299	28,056 13	119	6,427 51	4,133	266,440 2	34,687 52
1852	3,758	291,410 39	1,036	77,006 64	1,057	24,043 6	247	10,426 77	6,098	402,886 86	52,092 92
1853	4,777	873,845 80	1,062	82,189 37	1,255	33,983 15	207	9,048 3	7,301	499,066 35	63,551 94
1854	4,531	333,848 36	787	60,470 61	1,299	34,706 3	326	16,533 24	6,948	465,558 24	59,933 12
1855	5,599	435,922 82	935	73,998 2	1,775	48,345 88	308	12,306 36	8,615	570,573 8	73,849 43
1856	5,824	454,702 32	715	55,474 11	1,508	31,264 97	226	10,188 56	8,275	551,629 96	71,076 45
1857	3,449	268,463 68	500	36,783 94	686	19,144 24	118	5,502 0	4,753	329,893 86	41,320 95
1858	5,222	409,215 87	677	49,043 52	1,506	36,993 18	131	4,855 55	7,506	500,108 12	64,526 10
1859	4,423	346,370 13	443	32,224 45	963	23,486 18	86	3,585 74	5,915	405,666 50	51,356 55
1860	5,927	304,690 53	591	42,118 65	1,289	33,576 66	148	5,456 2	5,927	385,841 44	50,704 75

(No. 2.)—Table showing the total Number of Bales and Weight of Silk tested in the Years 1860 and 1859 at the following places:—

Name of Place.	Year.	Number of Bales.	Weight.	Year.	Number of Bales.	Weight.
			Kilogrammes.			Kilogrammes.
Turin	1860	5,927	385,839	1859	5,915	405,667
Milan	„	16,171	1,329,414	„	14,322	1,214,830
Bergamo	„	2,488	182,730	„	2,387	180,453
Brescia	„	403	38,725	„	331	32,775
Como	„	1,954	87,273	„	1,499	72,498
Florence	„	444	48,549	„	385	37,516
Udine	„	457	41,518	„	289	25,865
Lyons	„	36,732	2,587,866	„	36,351	2,613,360
Aubenas	„	4,619	419,274	„	5,039	439,982
St. Etienne	„	9,251	576,494	„	9,519	601,524
Zurich	„	7,176	410,624	„	6,812	422,830
Vienna	„	4,392	184,966	„	3,375	145,016
Crefeld	„	7,838	315,704	„	7,546	339,045
Elberfeld	„	3,828	194,402	„	3,415	186,586

United States.

Report by Mr. Irvine, Her Majesty's Secretary of Legation.

Washington, July 15, 1861.

IT is evident to any one who has studied the extraordinary and rapid advancement in commercial wealth and general prosperity that has been made by the United States of America, that this progress may in a great measure be attributed to the union of a wide expanse of country, including every description of soil and every variety of climate, thus rendering it self-supporting, and, more than any other country, independent of foreign supplies.

The interest of each section of the country has led it to select that branch of industry which it was most for its benefit to prosecute.

The North-Eastern portion has occupied itself with manufactures, mining, and ship-building. The South with the production of cotton, sugar, and rice. The Central States with producing tobacco and hemp, and raising cattle. The Western States with the supply of corn and bread-stuffs.

The South and West have hitherto been almost the sole markets for the produce of the industry of the North, and have supplied in return agricultural produce, both in the shape of cotton for manufacture, and bread-stuffs for the food of the population. The South and West have owed in a great measure to the North the construction of their now numerous lines of railroad which have so much facilitated the communications. New York has been the great commercial centre, both for home productions and for foreign trade; the main portion of the purchases from all parts of the country have been made through agents in that city, and the railroads that traverse the country have conveyed thither for exportation the production of the interior. When the harvests of England and Western Europe are productive, capital there becomes cheap, and manufactures are exported to distant countries. For these New York supplies a large amount of raw materials. When the supply of corn in Europe is deficient, the prices of food rise, and New York pours forth an ample supply from the granaries of the West.

The imports of New York amount usually to about two-thirds of those of the entire Union. The exports to nearly one-third, although the supplies of cotton and rice are usually exported through Southern ports.

During the period of the existence of the United States as an independent and united country, occasional difficulties have arisen, caused principally by excessive speculation, which have served to check for a time the growth of the country; but, taken as a whole, the advancement has been steadily progressive, and in the year 1860 the reports of commerce and agriculture show a higher degree of prosperity than had ever hitherto been attained.

The official Reports of the commerce of the United States show that in the fiscal year ended the 30th June, 1860, the imports and exports were larger than in any previous year. This will be seen by a comparison of the last four years.

In 1856-57 the amount of the value of the imports was 360,890,141 dollars; and that of the exports 362,960,682 dollars.

In 1857-58 the value of the imports amounted to 282,613,150 dollars; and that of the exports to 324,644,420 dollars.

In 1858-59 the value of the imports was 348,768,130 dollars; and that of the exports was 356,789,465 dollars.

In 1859-60 the value of the imports was 362,166,254 dollars; and that of the exports was 400,122,296 dollars.

The cotton crop of 1859-60 was much larger than that of any previous year; it amounted to 4,675,770 bales.. That of 1858-59 was 3,851,481 bales. That of 1857-58 was 3,113,962 bales. That of 1856-57 was 2,939,519 bales.

The following Table shows the consumption in the United States of home and imported cane-sugar for five years, calculated in tons of 2,240 lbs :—

Year.	Foreign.	Domestic.	Total.
1856	255,292	123,468	378,760
1857	241,761	39,000	280,765
1858	244,758	143,634	388,492
1859	239,034	192,150	431,184
1860	296,950	118,331	415,281

Thus the quantity of sugar imported was greater last year than at any previous period, though it hardly sufficed to make up the deficiency in the home production. The demand for sugar had greatly increased, and the price had consequently risen. In 1851 the consumption of sugar by the population of the United States was at the rate of 27 lbs. per head, and in 1860 of 29 lbs. per head; the value of the 27 lbs. in 1851 was 1·22 dollars, and of the 29 lbs. in 1860, 2·03 dollars.

I might multiply quotations from official Reports, showing the high degree of prosperity attained last year by the United States, but I refrain from doing so, as the statistics of the commerce of that year have been given in some detail in a previous Report. I shall now proceed to offer a few remarks on the effects upon the commerce of the country produced by the secession of the Southern States.

In November 1860, when the election of Mr. Lincoln as President of the United States became known, the apprehension of political dissensions began to throw obstacles in the way of trade, and when the Southern States, one after the other, left the Union, the prospect of the closing of one of the principal outlets for the fruits of Northern industry brought about a commercial panic. The trade which had been hitherto so prosperous served nothing to avert bankruptcy from many wealthy merchants. The cotton crop had sold well, the corn crops were abundant, with prospects of large sales, the raw materials of manufacture were in good supply, capital cheap, and labour plentiful. It had been expected that the West would recover from its financial difficulties, and become a large purchaser of goods in the spring, and that large supplies would be required for the South. But when the civil war consequent upon the Secession movement was foreseen, it became evident that all communications must cease between the North and the South. The Southern banks consequently refused to discount cotton drafts, and eventually suspended specie payments. The rates of discount were raised by the New York banks. The number and extent of the failures during the last three months of the past year show the disastrous effects of the panic even at that early period. During the nine months preceding October, the number of failures in the United States was 3,076, whose amount of liability was 45,332,138 dollars; while in the months of October, November, and December, there were 852 failures, with liabilities amounting to 38,687,633 dollars. The amount of the liabilities in these latter failures shows that the bankrupts were of a very different class to those who failed in the previous months of the year; they were men of large capital and good credit, and it was only a serious commercial panic that could reduce them to bankruptcy.

As the work of disunion advanced, the markets of the South became closed to the manufactures of the North and of Europe, and the importers of foreign manufactures countermanded as much as possible their orders for goods from abroad. The new protective Tariff which was brought into operation on the 1st of April, 1861, and which raised very much the rate of duties on imported goods, would, under other circumstances, have caused an increase in the importation of goods during the time previous to its operation; but the political disturbances prevented this result from being realized. On the 1st of February the amount of goods in bond was 24,092,379 dollars; this, by the effect of small importation, was reduced to an amount valued at 21,438,561 dollars. During the month of March, the importations of merchandise amounted to 12,657,941 dollars, about half the amount of those of the corresponding month of the previous year. Another natural effect of the new Tariff would have been to have created a demand for capital among the Northern manufacturers, to enable them to take advantage of the new opportunities for profit held out to them by protective duties. The threatening aspect of political affairs was, however, such as to prevent any such result. The quantity of cotton taken by the spinners of the North from the ports in the month ending March 15, was only 41,000 bales against 80,000 bales which were taken by them during the same period in 1859.

The exports of grain from the United States have continued, up to a late period, to be very large. The exports of Chicago (the port of the North-West) have, consequently, been more considerable than that of any Northern port.

The state of foreign markets has been such as to attract unusual quantities of agricultural produce, and the exports from New York were, in the last quarter of 1860, 30 per cent. larger than in the same period of any previous year.

The exports of wheat and flour from the United States, from September to the end of last year, exceeded by 25,000,000 dollars the exports of the same articles in 1859. The foreign demand for cotton was also large. The result has been, a large export of domestic produce, including cotton and breadstuffs, with an unusually small import of goods in return. The deficit in imported goods has been supplied by specie.

The following Table shows the imports of specie and bullion during the months of January and February of the present year, as compared with the same months of 1858, 1859, and 1860:—

	Dollars.		Dollars.
1858	549,631	1860	418,225
1859	163,508	1861	9,537,296

Thus, capital which, when business was active, had been invested in goods and spread over the surface of the country, became accumulated in the banks of the principal cities of the Union, in four of which the banks held, in the month of April, about 83,000,000 dollars in specie, and that amount has since increased. New York holds more than 45,000,000 dollars in specie.

Favourable accounts of the crops in Great Britain have lately caused a considerable reduction in the export of grain to England; a considerable quantity is, however, still exported to other parts of Europe.

British shipping has, for some months past, been employed in preference to American in this trade, as the fear of their capture by the Southern privateers has deterred merchants from entrusting their cargoes to American vessels.

Notwithstanding the accumulation of specie in the banks of the United States, the Government experiences great difficulty in negotiating their loans. The public credit has fallen very low in the estimation of capitalists, in consequence of the civil war and the uncertainty that is felt as to its result and duration.

The loans hitherto voted by Congress have not all been taken by the banks at the rate of interest fixed by the Treasury. The President, in his late Message, has announced the intention of borrowing 400,000,000 dollars, and the Secretary of the Treasury has stated, in his Estimates for the coming year, that a loan of 250,000,000 dollars will be necessary to cover the expenses of the year ending June 1862. The rate of interest now fixed is 7 per cent., but the banks are unwilling to give up their specie, as they fear that the loans may increase, before long, to an indefinite amount, and the Government prove unable to pay the interest.

I have but scanty materials for forming an opinion upon the commercial condition of the South. Since the month of April, communication, even by letters, has almost ceased between the two sections of the country, and the whole Southern population has been so much agitated by the exciting topic of the day, and so filled with exaggerated notions of their capabilities, that, even for foreign residents in the country, it has been extremely difficult to form any estimate, either of its actual condition or of its prospects for the future, and to distinguish between realities and the hopeful expectations of enthusiasm. Great losses and much suffering have, doubtless, been the lot of the inhabitants. All intercourse with the North, from whence they heretofore drew their supplies, and where they sold much of their produce, is now at an end. Their ports are closed by a blockading squadron. The passions of the people are at boiling point, and they are ready to endure great privations rather than yield to the requirements of the North. Many of them have enrolled themselves in the army without asking for any payment, and are satisfied with scanty rations. Every effort is being made to furnish, within the country, a supply of those necessaries which can be no longer imported.

The following is an extract from a letter which I have received from Georgia:—

"You are doubtless aware that the crop of cotton this year in the United States is very deficient in quantity as well as in quality. The exports last season amounted to 4,750,000 bales. The estimates for this season are under 3,750,000 bales, being a deficiency of upwards of 1,000,000 bales, averaging 440 lbs. per bale.

"The disturbed state of the country has stimulated very much the trade of Savannah this season. In anticipation of a blockade, sooner or later, the merchants imported very extensively early in the season, and the stocks of goods are comparatively large.

"The exports of cotton and rice from Savannah are very little less than last season, although the crops of both are less than in the previous year. The Secession movement in Charleston caused much produce, of the growth of Georgia, usually shipped from Charleston, to be diverted from that port to Savannah.

"From the best information I can obtain, I think there has been more land put into cultivation this year than in any former season, but a larger portion has been devoted to Indian corn, wheat, and other bread-stuffs. A planter's first object will now be to save his provision-crop to the neglect of his cotton-crop. If, however, the weather be favourable, both may be harvested; but unless the season be unusually fine for picking, the cotton-crop cannot be an average good one; and in the event of the war being carried into the cotton-growing States, an almost total loss of crop would necessarily ensue."

The following observations, which I received in the month of May last in a letter from an intelligent gentleman of South Carolina, give some particulars upon the quantity of cotton of last crop which still remans in the country, as well as on the prospects of the crop of the present year:—

"All the cotton is not out of the country. In the Atlantic States there cannot be less than 100,000 to 120,000 bales. As to the Gulf and Western States, it is not easily ascertained, though no doubt there must be at least an equal amount remaining. Rich and independent planters, speculating on high prices, or not believing in a blockade, or that if a blockade were declared, that it would be recognized by Great Britain, have kept their cotton; others have been prevented from shipping it by obstacles occasioned by the Secession movement, such as considering ports not safe from attack, &c. From all we can learn, we must conclude that at least 200,000 or 250,000 bales are left in the interior.

"As to the next crop, it is more than doubtful that we can obtain a full crop under the most favourable circumstances.

"The increase during the last two or three years must be partly attributed to the employment of a large quantity of guano in the Atlantic States, where the soil is becoming poorer and somewhat exhausted, but mainly to the transportation of a large number of negroes from Virginia, North Carolina, Georgia, and South Carolina, to the rich and virgin soil of the valley of the Mississippi and Arkansas; in fact, to the whole West. Neither of these causes can come into play this season. Guano is an expensive article, and factors have more or less refused to provide planters with the necessary quantity, not being willing to come under heavy advances in this critical moment. The same observation is applicable to the purchase of negroes for transportation to the West. This has caused the decline in this market of the supply of negroes for sale, or, to speak more correctly, hardly any negroes have been offered for sale this season.

"A good deal of cotton has been planted, but the question is, whether it can be cultivated sufficiently well to come to maturity. Planters and overseers are called on to perform military duties, and experience has shown that negroes are poor workmen if not well superintended. It is also positively ascertained, on good and reliable authority, that a good deal of the young plant has been ploughed up, and corn and provisions substituted. Besides, there is no doubt that a good deal of labour has been diverted from the cotton-fields to other labour and other purposes, though, on the other hand, the high prices paid lately for cotton will tend to make planters use every effort and strain every nerve to produce as much as possible.

"Another circumstance, however, which renders it impossible to give an accurate estimate of the coming cotton crop is, that it is yet too early in the season to judge, so much depending on the weather. So far the spring has been very propitious to corn, vegetables, and other provisions, but certainly not favourable to cotton; it has not been sufficiently hot, and there has been too much rain and cold."

In the month of May I received a letter from New Orleans, containing the following observations upon the prospects of the crops in the South:—

"It is very difficult to give accurate information regarding the diminution of the culture of cotton in the Southern States. It is certain that, in many sections, where corn was very dear from the failure of the harvest, a very large increase in the cultivation of corn has taken place, in order to free the planters from the necessity of relying upon foreign supplies. The political excitement and threatened hostilities between the North and the South has led to a very general desire to raise more corn and provisions. That this has been done in Louisiana and Mississippi cannot admit of any doubt, and must, consequently, have produced a diminution in the cultivation of cotton. The falling off is estimated at 15 to 20 per cent., but if this unhappy war lasts the result of the crop may show a much larger deficiency. In a new State like Texas, where the immigration of small farmers is very great, and where corn and provisions are first thought of, the same causes do not exist, and it is quite probable that as much land is put in cotton as last year. Texas, however, only produces 5 per cent. of the whole crop of the United States, and therefore will not, though an exceptional case, materially affect the general result."

The present position of the commerce of the United States, consequent upon disunion and civil war, may, then, be thus summed up in a few words: a complete stagnation of the interior trade, both North and South; a cessation of importing trade in the North, caused by civil war and a high tariff, and consequently a great loss in one of the principal sources of revenue; an interruption of all external trade in the South, caused by the blockade of its ports, and the stoppage of navigation on the River Mississippi.

The country being thus impoverished, the expenditure of the two sections has been increased enormously by the cost of the war. The Estimates of the Secretary of the Treasury of the Federal Government for the year ending June 30, 1862, amount to 318,579,581 dollars, whereas hitherto the expenditure of the Government has never exceeded 80,000,000 dollars. One expedient proposed for raising this amount is, as I have before stated, to make a loan of 250,000,000 dollars, of which a part is to be negotiated abroad. Another is to tax sugar, tea, and coffee, which have hitherto entered free, and, from their consequent cheapness, contributed much to the comfort of the lower classes.

Nothing accurate is yet known of the finances of the South, as the Confederate Congress has not yet met, but there can be no doubt that their financial difficulties are at any rate not less than those of the North.

(Signed) W. DOUGLAS IRVINE.

Greece.

Report by Mr. Elliot, Her Majesty's Secretary of Legation.

London, July 13, 1861.

THE official Reports of the Minister of Finance not appearing until August, or even September, it will not be possible for me on this occasion to give positive official information as to the progress or retrograde movement of agriculture, commerce, or finance in this Monarchy since the date of my last Report.

It may, perhaps, not be entirely without interest if I offer a few remarks of a general nature on the salt trade, fisheries, and forest laws, pointing out, as my ability will best allow, the defects in the regulations affecting these branches of national revenue, and the measures which might be adopted with advantage to the country.

The Forest Laws are in many respects defective.

In the Provinces of Acarnania and Ætolia there are forests of vast extent, which would, if properly managed, yield a considerable revenue. In the early part of the present century the French, then in possession of the Ionian Islands and Vonitza, cut largely in order to supply timber to the dockyard at Toulon.

It would be impossible to state what area is covered by these forests, as no official register exists: thus in this, as in many other cases, the Hellenic Government is ignorant of what amount of revenue might, with good management, be placed at its command.

The State owns the greater part, but they are divided into three categories—national, private, and what are called "dotations," a term implying national forests granted to individuals on conditions, which are rarely fulfilled.

The forest laws are, perhaps, not bad themselves, though it may be doubted whether, founded as they are on those in force in Bavaria, they are altogether suited to this country. Moreover, slight changes are often introduced, which renders it difficult to know exactly what the state of the law really is, and at best they are frequently evaded or openly contravened, more especially as regards the price paid for permission to fell timber.

The practice of burning by the shepherds to procure good pasturage for their herds obtains largely, and is seldom punished, and little or no care is taken as to planting young trees. In Achaia, a few years ago, a conflagration occurred, which laid waste more than twenty miles of country.

The punishment is nominally imprisonment, varying from three days to five years if the damage falls short of 400 drachmas, and from five to ten years if that sum is exceeded, besides liability to a criminal prosecution. The best way to put a stop to the practice would be to render the entire commune responsible, as every one would then have an interest in preventing, and also in checking, such conflagrations. Unless some such a step is taken, the whole of Greece will become bare of trees, among other results of which would be a great diminution in the quantity of rain.

The mountains of Acarnania are clothed principally with oak trees, including the valonea, the common oak, and the ilex. In Ætolia firs, pines, and chestnuts, are found, and also elms, poplars, and willows.

The collecting of the valonea acorn is not subjected to any special regulations. The inhabitants of the district beat the trees when and how they please, and naturally the trees suffer a good deal. An export duty of 24 drachmas (about 17*s.*) is levied by Government on the 1,000 lbs. weight. Formerly Acarnania produced about 7,000,000 lbs., but for the last two or three years this quantity has been considerably diminished.

The forests are under an officer who depends immediately on the Minister of Finance. He has the rank of Captain in the army: he has power to grant permission to cut wood, and is expected to see that the timber removed is duly branded, but little control is exercised over him, and if he pleases to care for his own purse more than for the public interests he can easily do so.

The timber trade of Ætolia employs about fifty persons: 3,000 horse-loads of building timber, value about 15,000 drachmas, 2,000 tons of charcoal, value 12,000 drachmas, and a small quantity of oak for boat-building, are annually carried to Missolonghi. This trade cannot be more fully developed for want of internal communication. The planks have to be cut short in order that they may be carried over the mountain-paths, and thus lose a great deal of their value. The consequence is that Greece, instead of exporting, as she ought to do, imports timber from the Austro-Dalmatic Provinces. In the year 1859 this branch of trade reached the amount of 1,173,451 drachmas (42,000*l.*)

The legitimate timber trade is much restricted by the high duties on felling timber, 25 per cent. for fir and oak, and 15 for chestnut, and 2 per cent. is added as a local duty by the commune where it is used. Permission to burn charcoal costs 10 per cent.

In Ætolia the shepherds cut firewood gratis; Missolonghi is thus well supplied. I believe the same priviledge does not obtain in other provinces.

Pasturage land near villages and towns belonging to the State is farmed from the Fiscal Office, but in more remote districts the inhabitants divide it among themselves. Government cannot therefore derive any very great advantage from this source.

In the Morea are to be found fir, pine, oak (valonea and other), chestnuts, larch, ash, alder, poplars, and plane trees.

Here, as in other parts of Greece, the greater part of the forest land belongs to the State, some forming part of private property, and some being conventual domains; on the latter, however, the wood belongs to the Crown.

A considerable tract of fir forest extends on the west coast of the Morea; the cone contains a nut which is much liked by the Greeks. Many of these trees have been cut of late, and, as in numerous instances they were cut two or three feet from the ground, young trees have not sprouted; thus both the appearance and value of the forest lose in no inconsiderable degree.

The valonea acorn gives food to large herds of swine, and the cup is of great value in the tanning trade. The average value of the crop is estimated at 21,000*l.* It is not permitted to fell these trees, the result of which is that there are many coppices of them which produce but little, while, if properly thinned, an increased production would be the result, and firewood would be more abundant. The inferior tools used by the woodmen cause much waste whenever trees are felled.

In many cases where private individuals have obtained grants of Crown property, tracts have been cleared, and orange, almond, mulberry, and fig trees have been planted, a considerable area is often left uncultivated, which, with good drainage, might produce more of these trees, as well as maize, cotton, tobacco, and wheat.

The following is a short table of duties levied on felling various woods:—

Wood.	If Government property.	If Private property.
For ship-building	25 per cent. on value	15 per cent. on value.
Barrels, staves, &c.	20 ,, ,,	10 ,, ,,
Fire-wood, vine-props, &c., if exported	25 ,, ,,	15 ,, ,,
Charcoal	25 ,, ,,	15 ,, ,,

Firewood ought only to be cut from dead wood, but this regulation is practically a dead letter.

Lime pays 25 per cent., it being supposed that the kilns are heated by Government brushwood.

Staves used to be cut in Greece for currant casks, but as those now used are lighter, beech from the Austro-Dalmatic provinces is imported for the purpose, and the native staves are used chiefly for wine vats and oil casks.

I am informed that the Pononavia evergreen oak is well adapted for the knees of vessels; it would, therefore, appear regrettable that more attention is not paid to it.

Game has become scarce all over Greece. In the Morea are to be found a few wild boars, and a small roebuck, and hares, partridges, and woodcocks; the partridge eggs are frequently sold in the market. There are no game laws; a licence to carry arms being all that is necessary, and costing a trifling sum. The public revenue might be improved, and the game multiplied, by rendering it illegal to shoot without a special license, which should only be available for a certain period.

If it is ever intended to improve, or even to prevent the deterioration of the forests in Greece, two measures are indispensable:—

Roads must be constructed in order that timber may be properly conveyed to market, and an annual inspection must be honestly carried out by competent persons. No timber should be felled without being previously branded under severe penalties, and the due proportion between felling and planting should be observed. At present the reverse is the case, and in Attica, at least, there is scarcely a shoot except the olive trees, and those planted by Her Majesty the Queen.

Salt.—The entire quantity of this article of primary necessity required in the Monarchy is produced in the lagoons at Missolonghi. Near that town are two salt-fields, one producing white, and the other black salt. Some time ago Dalmatian vessels used to load considerable quantities; but the natural result, as it appears, of Government having taken the management into their own hands has been a great falling off in the amount produced. Exportation has been forbidden, and, therefore, vessels no longer go to Missolonghi for salt. The consequence of this policy, however detrimental to Greek commerce, has been that Santa Maura sends salt, though inferior to the Greek, to the Dalmatian ports.

The Kingdom is supplied with salt on the following system. In each province is a Government employé who has charge of the depôt. On the store running low, he orders a fresh supply from Missolonghi, where boats are chartered to convey it to the applicants. Here again we find the want of internal communication, for as the charter has to be confirmed by the Central Government, much time is lost before the necessary formalities can be gone through at Athens. The door is thus opened to abuse, namely, to private persons investing in a few boat-loads of the required article, and taking it to where it is wanted; it is there sold at 12 to 16 leptas the oke, the Government price being 8.

The fields are not worked regularly every year; but according to the amount in store. In 1860 the black salt alone was worked, and gave 2,880,000 okes at a cost to Government of half-a-lepta an oke.

It is calculated that the two fields might in this present state yield 5,000,000 okes; but that if properly worked they might give 8,000,000 okes. The amount might, however, be increased almost indefinitely, as the whole of the lagoons might be used for this purpose.

On considering the whole subject, it appears that the price of an article of such vital necessity ought not to be so high, the cost price being half-a-lepta; and, secondly, that free exportation ought be allowed, which would prove a benefit to the country, and a source of revenue to the Government. In this, as in every other case, want of roads is a serious hindrance to the development of the national resources.

The *Fisheries* of Missolonghi extend along the lagoons for about twenty-five miles, varying in width from three to five miles, with a depth of two to three feet. They belong to the State, and are farmed for periods of ten years.

The rent for the years 1856 and 1857 was not claimed by Government in consequence of the distress caused by the cholera.

The prices for the eight years beginning from 1852 give a total of 86,970 drachmas, or 3,106*l.*

The principal fish are bass, dory, mullets, grey and white (the roe of the latter gives the botargo), bream and prawns; they are all said to have a muddy flavour. The fishing continues the whole year; but during Lent the lagoon is left open to the sea. At Easter it is closed with reeds, and the take of the year depends on the quantity of fish then inclosed.

While the lagoon is open the fish are speared at night with a chamaki, or long reed with a barbed point. The lagoon being shut, small weirs are erected in which the fish are caught with nets.

The fisheries employ about 300 men, at salaries varying from 6 to 20 dollars a month during the whole year; about double that number are required during the two or three months required to close the lagoons.

Salmon is said to have been lately found in the Achelous; but I am not enabled to say if the report is true.

For the eight years commencing 1853 the right of fishing in the lakes in the Upper Plain of Ætolia sold for 6,167 dollars (220*l.*). In these lakes eels are chiefly found.

(Signed) W. G. CORNWALLIS ELIOT.

Prussia.

Mr. Lowther to Lord A. Loftus.

My Lord, *June* 24, 1861.

I HAVE the honour to inclose herewith to your Lordship my Report on the Trade and Commerce of Prussia; this information is taken from official sources. I have the honour also to inclose an account of the receipts from the tax on beet-root sugar; of the number of vessels arriving at and sailing from Prussian harbours; a summary of the wool sold and prices paid at Prussian wool markets; an account of the duty paid on wine must and tobacco in the Zollverein States; as well as an account of the tax on brandy.

To these I have added an account of the Prussian Budget for 1861; of the balance of the Prussian Bank; some statistics relative to telegraphs in Prussia, and relative to the Prussian Post Office and Emigration.

I have also added some notes on the application of steam-power in Prussia.

In order that the Prussian weights and measures may be understood I have added a table which explains what proportion they bear to English weights.

I have, &c.
(Signed) WILLIAM LOWTHER.

Inclosure.

Report upon the Trade and Commerce of Prussia.

THE receipts for the Zollverein during the first three-quarters were 17,617,824 thalers; for the same period in 1859 there were 17,156,353 thalers, which gives an increase of 461,471 thalers in 1860, equal to an increase of not less than 3 per cent.; but it should be observed that in 1859 the receipts had diminished 15 per cent. in regard to the preceding year. Confidence in the commercial world on account of the state of politics, which had fallen considerably, has not yet risen again; and if the receipts from import dues were more favourable than in the preceding year, this was not to be accounted for by any improvement in trade and commerce, but by the necessity which made itself felt for a supply of certain articles to meet pressing wants, such articles not being generally supplied beyond the actual demand. The good harvest of 1860 had also considerable influence as regards prices on transmarine articles.

The articles on which there was an increase of duty received were wheat and pulse, fresh and dried tropical fruits, raw coffee, syrup or treacle, raw tobacco leaves, and oil.

The increase in supply of herrings is accounted for by the low prices as well as the small stocks. The increase in the amount of duty paid on thin swine is owing to the low prices as well as to the low state of exchange in Austria, which was favourable to purchase. The explanation of the unimportant increase of silk and woollen goods may be found in the existence of an unfounded fear that the high prices of raw silk and wool would rise still higher.

Inclosed is a Table (No. 1) of the receipts of the Zollverein from import, export, and transit dues during the whole of 1860, as well as a similar Table (No. 2) for the three first quarters, showing the increase and decrease of those dues in comparison with 1859. From these Tables it will be seen that the receipts from import dues in 1859 were 23,105,797 thalers, from export and transit dues 651,746 thalers, giving a total of 23,757,543 thalers; while in 1860 the receipts from import dues were 23,484,872 thalers, from export and transit dues 617,371 thalers, giving a total of 24,102,243 thalers: the total increase on the whole year 1860 being 344,701 thalers, equal to about 50,700*l.* sterling.

In general the result, as far as it concerned the receipt of dues of last year's trade, could not be considered otherwise than as indicating a slight improvement in trade and commerce. Whilst all desire to speculate had disappeared in 1859, owing to the warlike aspect of matters, and only the most actual wants were supplied, the course of commercial operations in 1860, notwithstanding the continued uncertainty of politics, was one of regularity and not entirely unsatisfactory. The total receipt of the three different heads of dues, deducting the decrease, as compared to 1859, show an increase of 344,701 thalers, which is an increase as regards 1859 of little more than 1 per cent.

As regards the increase of import dues in the separate States, with the exception of Prussia, Luxembourg, and Thuringia, there was an increase, in all the States of the Zollverein, in the receipts which was not quite 10 per cent., and it was greatest in Saxony and the two Hesses, but smaller in the other States.

It must be borne in mind that in 1859 the receipts had diminished one-fourth, in Saxony 7 per cent., but in Electoral Hesse 1 per cent.; while in Nassau in 1859 as compared to 1858 there was an increase of 1 per cent. In Luxembourg, where in 1859 the increase had nearly doubled itself, there is an increase of about 3 per cent.; in Thuringia there was a minus of 5 per cent.; and in Prussia, where in 1859 the receipts were less than one-fifth, the decrease is not quite 1 per cent.

On a close examination of the articles imported paying duty it is found that the increase of coffee, unmanipulated tobacco leaves, woollen goods of all sorts, silk and half-silk goods, fresh and dried southern fruits, rice, treacle, and (to lesser degree) cotton yarn, raw and other steel, fine iron and steel ware, grain, bleached linen yarn and thread, wine in bottles, spices, herrings, manufactured tobacco, and thin pigs, had a considerable effect in raising the receipts. The increase in raw coffee is explained by the expectation of a rise in the price of the article; the same may be said of silk and half-silk, and woollen goods, as it was expected the prices of these articles would rise. The increase of unmanipulated tobacco leaves was from the high prices of foreign tobacco and the increase of tobacco factories. The increase in rice and Southern fruit is owing to the low buying prices; while the increase in treacle was owing to changes in the Tariff.

Diminution in the amount of dues took place in raw sugar for refineries of the Zollverein, in wine in barrels, olive-oil in barrels, and in a lower degree in raw iron, wrought iron, very coarse and coarse iron ware, tallow, and cheese of all sorts. The falling-off in raw sugar for refineries was no less than 756,625 thalers, and this is of the more consequence as it is not balanced by an increase from the tax on beet-root, which has fallen off this year to the amount of 1,000,000 dollars. The decrease of duty on wine in barrels is to be ascribed to the fact that the Anglo-French Treaty and the late moderate vintages in France so much raised the price of this article that the wholesale dealers thought it expedient to diminish their supplies from France; in the place of French wines there has been a large consumption of Rhine and Mosel wine of 1857 and 1858. The import of olive oil in barrels decreased in consequence of a reduction of the Tariff, and because smaller supplies came from Naples and Sicily owing to the war.

As regards the increase in the amount of dues in single provinces of Prussia, it is to be remarked that the greatest increase was in West Prussia and Posen, being 10 per cent. greater than that of 1859, while it was less in Pomerania, Silesia, Brandenburg, and Saxony. The increase of duty paid on grain, raw coffee, and cattle had particular effect on the increase in the amount of dues in West Prussia; on wine in barrels, and cattle in Posen; on southern fruits, spices, herrings, rice, and treacle, in Pomerania; on raw coffee, rice, unwrought tobacco leaves, tallow, manufactured articles, and cattle, in Silesia; on unbleached cotton yarn, raw coffee, unmanipulated tobacco leaves, cigars, raw sugar for refineries, silk and woollen goods, in Brandenburg; on raw iron, dried fruits, herrings, treacle, and unmanipulated tobacco leaves in Saxony. The decrease in amount of import dues, equal to 10 per cent. in comparison to 1859, had particular reference to the Rhenish provinces, whilst the falling-off in East Prussia and Westphalia did not reach 10 per cent. The falling-off of the amount of duty on raw iron, wrought iron, coarse iron goods, wheat and pulse, brandy and lees, wine in casks, cheese, raw sugar, and cattle, caused the minus in the Rhenish provinces; on wrought iron and raw sugar in East Prussia; on unbleached, one- and two-thread cotton yarn, iron and steel goods, and wine in casks, in Westphalia. Export dues, which were less in amount than in 1859, were 42,774 thalers. This minus is chiefly owing to the diminished export of raw hides and skins for the preparation of leather, as those circumstances which were favourable to the export in 1859 did not exist to the same degree in 1860; added to this there was also a diminution in the export of sheep's wool, caused by the cessation of demand for this article in foreign factories.

Transit dues gave an increase to the amount of 8,399 thalers, owing, probably, to the greater transit trade to Russia and Austria, and to the returning confidence which seems coming into existence with regard to commerce.

Report on the Trade of Königsberg during 1860.

The trade of the Province of Prussia during 1860 was similar to that of 1859, and in most branches uninterrupted. The state of politics, and the recollection of the great losses experienced in 1858, had a depressing influence on trade, and only such business was done as did not require long-standing credit. There were few failures, and those not large. Notwithstanding the reserve from speculations, some branches of trade (those of production) were gainers, more particularly dealers in grain, owing to the very favourable harvest of the preceding year. The results from the home consumption were less profitable than in 1859. Manufactories did not produce very satisfactory results. Iron foundries and machine factories did not find as much employment as was expected from the railways in course of construction, but were more employed in making agricultural machines and implements, for which there is an increasing demand. Iron forges did little; the numerous oil factories suffered from the high prices of the raw material; and the sugar refineries also suffered, though not so much as in 1859. Those refineries which only produce raw beet-root sugar could not stand the competition with the refineries which combine the refining of fine sugar with other agricultural industry. Two refineries were closed till there was a fall in the price of raw sugar. The leather trade was more prosperous. The agriculturalists were in a better position from the two successive good harvests and the continual good prices paid. The railroads opened in the spring to the Russian frontier, passing through the most fertile portions of the province, have given trade an impetus in increasing and improving communication. The increase in the value of land has given the small proprietors an opportunity of getting rid of their land with advantage to themselves and to the foreign purchasers, who bring with them capital and intelligence. There was a considerable life in the shipping trade, getting rid of the produce of the two abundant harvests. The number of ships in the Pillau waters in 1860 far exceeds that in 1859.

There arrived—	Lasts.	There sailed—	Lasts.
In 1859, 1,574 ships, of about ..	97,412	In 1859, 1,603 ships, of about	98,425
1860, 2,060 ships, of about ..	113,524	1860, 2,055 ships, of about	115,314
Increase 486	16,112	Increase 452	16,889

The annexed Tables (Nos. 3 and 4) give a detailed account of the shipping trade of Königsberg and Pillau during 1860, as well as a list of the goods exported from Königsberg and the countries to which the exports were carried. Grain was the chief article of export, for at no period of the year did the demand cease. Even in the winter, from 1859 to 1860, before the navigation was open, the greatest part of the stores, and those sent to market, were bought for exportation. Wheat and oats were bought chiefly for England, rye for Holland, the Rhine, Bremen, and Norway. The export of grain during 1860 and 1859 may be seen from the following lists :—

	1860.	1859.
	Lasts.	Lasts.
Wheat	22,573	19,832
Rye	37,924	34,356
Barley	4,599	2,186
Oats	11,422	2,056
Peas	5,872	2,784
Beans	999	743
Vetch	2,229	1,322
	85,618	63,279
Linseed	8,973	7,030
	94.591	70.309

Showing an increase of 24,282 lasts, or 24½ per cent.

This supply was chiefly from the Province itself, although unusual supplies also came from Poland and Russia, but chiefly of—

	Lasts.		Lasts.
Wheat	3,846	Beans	1,244
Rye	18,330	Vetch	6
Barley	725		
Oats	2,443	Total	26,594

The prices of the winter grain were generally rising, though subject to fluctuations. Wheat, before the end of the year, rose suddenly 10 to 15 silvergroschen a scheffel, rye about 4 silvergroschen. Summer grain was less sought after abroad.

At the end of December the following prices were paid :—

	1860.		1859.	
	lbs.	Sgr.	lbs.	Sgr.
Wheat	122 to 128	97 to 105	128 to 135	78 to 83
Rye	116 125	52 58	121 128	50½ 53½
Barley	94 104	40 45	102 108	39 46
Oats	60 71	20 26	67 84	24½ 28
Peas, white	..	60 62	..	52 57
„ grey	..	55 70	..	60 70
Beans	..	58 66	..	59 60

Great expectations were raised with regard to the corn trade in the spring;

and should these be realised a great business will be done, for, notwithstanding the great export, the stores in the province are large.

On the 31st December there were in the store-houses of Königsberg:—

	1860.	1859.		1860.	1859.
	Lasts.	Lasts.		Lasts.	Lasts.
Wheat	5,500	4,850	Oats	1,550	860
Rye	4,100	4,350	Peas	1,470	680
Barley	860	820	Beans	430	220

The trade in spirits was dull. Although the rise in the price of corn made that of spirits rise also from 15⅔ to 22 dollars per 8,000 per cent. tralles, the failure of potatoes caused a rise in the price of spirits to be expected. At the end of the year 23½ dollars for 8,000 per cent. tralles were paid for exportation in the spring.

Little business was done in linseed till orders came, in the autumn, from England and Holland, when the price rose from 70 to 76 silvergroschen a scheffel of 110 to 116 lbs.; for the finer sorts, from 58 to 68 silvergroschen per scheffel of 104 to 109 lbs; from 75 to 85 silvergroschen for the fine, and 68 to 72 silvergroschen for the middle sorts: 6,700 lasts were exported seawards, of which 2,400 were from this province, and 4,300 from neighbouring Poland.

There was activity in rape-seed directly after the harvest. The supply was better than had been expected, and it was sold at 80 to 92 silvergroschen a scheffel, chiefly bought by oil merchants of the province: 1,700 lasts were exported, and chiefly to Holland. The sale of linseed oil was confined to the wants of the soap-boilers of the province; the price paid was 9½ thalers per centner. Rape-seed oil had also but a moderate sale at from 11¾ to 12⅓ thalers per centner. Oil-cake of rape was sold at from 37½ to 52 silvergroschen per centner. Oil-cake of linseed was sold at from 62 to 74 silvergroschen; and about 100,000 centners were shipped for England.

As regards the flax trade in the province of Prussia from early in the year the small quantity and bad quality were such that it could not supply the German and Bohemian factories, to which but small quantities were sent, and still smaller to England. About 40,000 centners arrived from Russia, and were bought by Riga houses for shipment to England. The podoler was paid from 13½ to 14⅔ thalers a centner; Glanitz flax cost from 12 to 13½ thalers a centner. Hemp was taken chiefly by the rope-makers of the province and of West Prussia.

One of the branches of trade which displayed the greatest activity was the trade in bullock, horse, calf, and sheep skins. These are usually taken by the neighbouring countries, Russia and Poland; this was not the case last year. Hamburgh and Berlin, and the German fairs, took most of the bullock, horse, and calf hides; while the leather factories of the province rivalled the Berlin traders as regards sheep skins. Bullock leather was paid 30 to 34 thalers a centner, horse leather 2½ to 3 thalers a piece, calf skins 100 pieces of 200 to 280 lbs. from 120 to 142 thalers.

There was a considerable demand for wool during the whole year. Formerly considerable quantities came to Königsberg from Russia and Poland. Since the opening of the Eydtkuhn Railway it goes direct to Berlin. The price of unshorn wool paid to proprietors was nearly the same during the whole year—70 to 75 thalers for middle, 76 to 80 thalers for fine middle, 85 to 90 thalers for fine wool; but in the wool market frequented by foreigners there was a considerable rise in the price of from 8 to 15 thalers.

The alarm of war in the spring prevented large contracts for this year (1861) being made: about 12,500 centners of wool were sent to market.

The supply of herrings in 1860 was unusually great, viz.:—

	Barrels.
From Norway	89,000
Scotland	8,000
Pomerania	8,000
Total	105,000

The average prices paid were: for Norwegian unsorted and taxed, 8½ thalers a barrel; for Scotch Isles, 10 thalers; full brand, 12 to 12½ thalers; Pomeranian, 6½ thalers. The large quantity of 43,000 was sent to Poland, and the demand for the province was so great that the remaining supply would hardly be sufficient for the winter use.

The wholesale trade in Colonial produce experienced but slight movement and no favourable results, particularly in the two principal articles of trade, sugar and tea. The competition of the sugar-refineries (suffering from the high price of raw sugar) was so great that they experienced little profit, and often loss. The unusual large supply of tea to Russia and Poland did not take place last year. The wholesale trade in coffee was only calculated for the supply of the province; the increasing demand proves the prosperity of the province.

The shipping trade was more prosperous in 1860 than in 1859. The great demand for vessels for the transport of grain raised the freights. At the opening of the navigation the prices were: sailing-vessels to London, per quarter wheat 3*s*. 3*d*.; steamers, 4*s*.: sailing-vessels to Amsterdam, 21 to 24 florins, Dutch exchange, per last for rye. Steamers to Amsterdam got 30 florins per last for rye, and remained at that height till August, and when the usual flatness in the corn trade took place, the prices then paid were: 2*s*. 6*d*. per quarter to London, 18 to 20 florins per last to Amsterdam, for sailing-vessels; but in the autumn these again rose to from 4*s*. 3*d*. to 5*s*. per quarter to London for sailing-vessels, and 7*s*. 3*d*. for steamers; 24 florins per last to Amsterdam for sailing-vessels, and 45 florins for steamers. Freights to Stettin for sailing-vessels were on an average from 4½ to 5 thalers per last; in the autumn they rose to 6½ thalers per last.

The want of confidence in peace had a most depressing effect on the funds, so that but little business was done.

Report on the Trade of Elberfeld during the year 1860.

The mercantile relations of last year cannot be considered as having been very favourable. The Italian war had a prejudicial effect upon trade beyond the actual seat of war, and produced a great feeling of uncertainty. Notwithstanding, trade was, on the whole, better than had been expected; for though the year, on account of the high prices of raw materials, produced unsatisfactory results, it is not to be denied that in general the market was sufficient to procure continual work for the factories, and to produce security against want of employment.

The industry is so various that it is difficult to determine how the trade as regards the Zollverein stands in comparison with other years; but, on the whole, it may be believed that there was a very small, if any, decrease as regards quantity in the inland trade. North America stands in close connection with Elberfeld trade. In the spring the trade was moderate; in the autumn good. Mercantile credit, which had fallen considerably, again rose, and the hopes that consequently came into existence have since been succeeded by fears. The political disturbances of the Southern States of America had a great effect upon trade, which caused a stoppage in the money market. Confidence at once disappeared. Discount, which up to the 10th of November was at 5 and 7 per cent. (first bill), was on the 13th of November 1⅞ per cent. per month. Bills were not saleable; the exchange fell 10 per cent.; shares and Government securities fell 20 per cent.

Trade was also bad in Mexico last year; but hopes were entertained that a reconciliation between the two parties might have been made, which would have produced favourable results to the Elberfeld trade.

The trade to the Brazils has diminished a good deal; the crisis of 1857 produced great losses, which were also felt in Germany. It will require many good harvests of coffee and sugar in order to establish the proper balance.

The trade with the British possessions in India was in general equal to that of the preceding year; but there was a remarkable falling-off in that important article of trade, yarn dyed Turkish-red. The reason of this may be found in the change in the Tariff, which came into operation after the 10th April, by which the import duty was not only raised from 5 to 10 per cent., but the tax of 1 rupee 3 annas was raised to 1 rupee 7 annas on German yarn, and to 1 rupee 6 annas on English yarn. But German import to the Dutch possessions in East India is worse according to the system of differential dues introduced there, according to which the duty on German red yarn was raised 25 per cent., while that of Dutch origin was only raised 12½ per cent.

Trade with the European Continent was the first half of 1860 confined; business was bad with Russia, in consequence of the bad exchange, and the considerable failures which took place there. For the same reasons, little business could be done with Austria. In consequence of the cession of Lombardy to Sardinia, some articles are lost which were of advantage by their importation, according to

Treaty between Austria and the Zollverein. On the other hand, the introduction of the Sardinian Tariff for other parts of Italy produces great hopes.

The important field for trade in Belgium has nearly disappeared, and there is no chance of regaining it as long as Belgium continues to injure German importation through differential duties to the advantage of France. Considerable difficulty is thrown in the way of the importation of silk ribbons into France, by which the German trade suffers. German ribbons, under the denomination of "rubans de soie," paid a duty of 8 francs 17½ centimes per kilogramme in France, but they were suddenly put under the head of "passementerie," which subjected them to the higher duty of 17 francs 60 centimes.

In the East, and particularly in Turkey, the trade has nearly ceased, in consequence of the state of politics, and the bad state of the exchange.

The trade of Elberfeld with regard to the other European States followed its usual course.

With regard to special branches of trade, there was no particular variation last year in the raw-silk trade; the silk in general was bad as regards quality; prices were high. The Kahan silk became cheaper towards the end of the year, as well on account of the increasing use of Asiatic silk as on account of the political crisis in the United States.

The two Rhenish drying-grounds show the following results:—

	1860.	1859.		
	lbs.	lbs.		lbs.
Crefeld	631,000	678,000	Decrease ..	47,000
Elberfeld Barmen	389,000	373,000	Increase .	16,000
Total	1,020.000	1.051,000	Decrease ..	31,000

In order to make a more accurate valuation of the consumption of silk in Rhenish Prussia, it should be taken into consideration that a large quantity of silk is taken by consumers from Italy and England direct, which is not dried, and would increase the quantum to a considerable degree. There was a demand for silk and half-silk goods for home consumption, in consequence of the fashion existing for "broché" goods. There was a demand for velvet waistcoats for New York. As regards the more ordinary quality of goods, the German manufactures cannot compete with the English low prices. On this account the export of these articles, though larger than in the preceding year, could not be effected with any great profit. Shawls were entirely neglected on account of the bad state of the market in Chile and Peru, and the fashion increasing of wearing mantillas in South America.

The fairs, which have increased within the last few years, were more animated with regard to German than foreign requirements, particularly as to Austria and Poland.

The price of raw material allowed manufacturers to make but small profits, but there was no want of employment for workmen till towards the end of the year. There was no improvement with regard to laces and cords, entirely or partly silk, wool, cotton, or linen. On the contrary, the English competition took away the entire trade. The Anglo-French Treaty deprives this branch of trade of a large field, there being an import duty of 15 and 20 per cent. on the value into France on woollen yarn, while that from England is admitted at 5 per cent. on the value; the negotiations for the French-Prussian Treaty will probably touch upon this subject. Business in small wares, partly or entirely linen, cotton, wool, or silk, was, on the whole, middling, the demand for export at times satisfactory. The Anglo-French Treaty gives hopes that France will be induced (after abandoning her high protective system) to make concessions to this branch of industry, in which case the trade would increase.

The trade in carpet manufactures, particularly in better woollen carpets, was good in the Zollverein States. Saxon competition affects them but little. Small quantities go abroad, such as are not made in England. But little business was done in furniture stuffs, as plain articles were chiefly demanded.

The sale of cotton weft in the Zollverein, as well as abroad, was small. The sale to the East and West Coast of South America was unsatisfactory. Besides the bad prices, the failures in Brazil were very injurious. The trade in yarn was in general regular, but much affected by the state of politics.

Dyeing yarn Turkish red was continued up to the autumn, and went on without interruption. Towards the end of the year there was a great stagnation, owing partly to the unfavourable state of matters in Austria, and partly to the changes in the Tariff in British India, which came into operation in April 1860, having a very prejudicial effect upon the exports. The position is similar to that of the Dutch possessions in India, where the duty on Dutch red yarn is half of that on German yarn. The Treaty between Sardinia and the Zollverein has affected this branch of trade in reducing the duty from 1 franc to 60 centimes per kilogramme, but it excludes German competition.

The home and foreign trade in polished leather was satisfactory, but the high prices of raw hides prevented great profits being made. The manufacture of paper-hangings has increased of late years. The French competition, dangerous to some parts of the Zollverein, can only be restrained by the continuance of the existing duty of 20 dollars per centner.

Trade in envelopes has been injured by the sale, on the part of the Prussian Government, of stamped envelopes at the price of the postage-stamp alone; in Austria the envelope costs half a new kreutzer. The trade in covered buttons has increased; that of metal buttons has diminished.

Demand for copper caps was much as usual; that for infantry copper caps for transmarine purposes increased.

The demand for machinery, cast-iron wares, &c., was greater than in 1859, but the supply is not in proportion to what could be produced if required; the explanation of which may be found in the fact chiefly that the iron and coal works limit their orders to what is absolutely necessary: this, apart from the general want of confidence in the state of politics. The consequence of which is, that manufacturers make contracts at any price. Since 1859 there has been no reduction of labour in making machinery; for the more extended application of steam-power for ribbon-making, weaving, stone-polishing, dyeing, &c., afford ample employment.

The home demand for pianos and organs has increased; not so the demand for exportation. The manufacture of pianos and organs would be more extended if the German duty on French pianos and the French duty on German pianos were on the same footing, and if difficulties connected with the employment of foreign artizans were not so great.

The fears entertained by manufacturers of stearine candles at the reduction of the import duty on linseed oil and oil (olein) from 1 thaler 10 silvergroschen to 15 silvergroschen per centner, have been realized, and indeed surpassed, during last year. The export trade of this article will not improve till the duty on tallow and palm oil is abolished or considerably reduced, as in Belgium, England, Holland, and France, where the duty on these objects is only 5 silvergroschen a centner. This trade has been much injured by the increase of the use of gas, mineral oil, and paraffin. The high prices, too, charged on the railways for the transport of candles is a great drawback; for example, the freight of candles from Elberfeld to Berlin is at the rate of 35 silvergroschen per centner.

The opening of the railway from Witten to Bochum has caused the sale of coal to assume greater dimensions, and it was last year 20 per cent. dearer than seven years ago. The freights for coals on the railways are oppressive, and the Government has been petitioned to cause them to be reduced.

Report on the Commerce and Trade of Hirschberg and Schönau.

The linen trade in 1860 was not very satisfactory in consequence of the distrust existing on account of politics in Europe; inconsiderable demands were made for ordinary linens for Russia and Poland. The trade in half-linens remains the same. In consequence of the flax harvest of 1859 (defective in quantity and quality), considerable quantities of flax were sent from the Baltic and Russia. The hopes for a better harvest in 1860 were only partly realized. The bleaching works were tolerably occupied. Cotton-yarn factories were all employed, and the results would have been more satisfactory if the price of the raw material had been in better proportion to the price of yarn.

The manufacture of Turkey carpets did not increase, owing to the state of politics. It is expected it will improve considerably when the prospects of continued peaceful relations are assured. A wider field will be opened for this branch of trade; the carpets will become known abroad. The Viceroy of Egypt gave an order for some of these carpets, and one gained a medal at the Exhibition at Besançon. There were made, in 1860, 300 Turkey carpets of various sizes, and 300 pieces of stuff for covers; the number of workmen on an average was only sixty.

There were 1,463 centner of wool employed for making cloth; 3,520 pieces of black cloth were made for home and foreign consumption.

The manufacture of Brussels and Valencienne lace increased considerably last year; about 1,200 people were continually employed. The trade began in 1855, and is more patronized abroad than in Germany. Paris is a great outlet for the fine work done with the needle.

Paper factories did more business than in 1859, but the trade was depressed by the state of politics and the very high price of the raw materials, particularly rags. The paper factories in Saxony are formidable rivals; they are adapted with steam, and are situated near railways, bringing the rags and coals at a lower price, and carrying away the manufactured article. The want of railways or tramways is much felt in these parts. The manufacture of paper from wool and paper did not make any progress.

The number of workmen has increased in glass factories; large quantities of glass are sent to England and America.

The manufacture of champagne from grapes continues much as usual. The manufacture of wine from fruit continues small. Upper Silesia, the chief place for consumption of wine from fruit, recovering but slowly from the bad business years of 1859 and 1858, takes but little of this article at present. From 800 to 3,000 hogsheads of this wine were made from 8,000 to 9,000 scheffel of apples, by the four factories. New outlets for this branch of trade have not yet been found; in consequence of the great distance similar factories on the Rhine do not enter into competition with those of Silesia.

The tin-toy factories in Petersdorf near Warmbrunn occupy from fifteen to eighteen male, and from thirty-five to forty-five female workpeople, who furnish about 12,000 dollars worth of goods.

The wax-bleaching and factories of Schmiedeberg employed about 300 centners of wax, of which they bleach about 240 centners.

Report on the Trade of Solingen.

On looking back at the state of trade during 1860, it will be found to have been in a depressed state; for though the trade in arms was animated, much was to be desired in other branches of industry, and though in some instances trade became more extended, in others this was not the case; this is owing to the diversity of manufactures, but it is satisfactory to state that the industry and intelligence of the place are still able to keep pace with the demands made on them, and are daily entering upon new courses. The state of politics in Europe has made itself felt here as elsewhere. The trade with America, particularly with North America, which a few years since was very great, has considerably fallen off. The continual changes, too, in Mexico, have seriously affected the Solingen trade, for Mexico took Solingen goods to a large amount. The trade, too, with the Levant, formerly a large consumer, was much reduced last year. The trade with France was null, but great expectations were raised with regard to the effects of the Treaty to be concluded between the Zollverein and France. The trade with Italy was improved, particularly in the early part of the year, with the newly acquired Piedmontese provinces.

The manufacture of arms was animated, and even more developed than in the preceding year, and workmen found continual employment. About 90,000 bayonets, value 380,000 dollars, were sent to England; large numbers were also sent to Italy, particularly to Sardinia. Smaller quantities than usual were supplied to Austria and South Germany. Large supplies are made for home consumption. But little business was done in side-arms with Brazil, the West Indies, Africa, and transmarine countries. There was formerly a large trade with the North American market in scissors and penknives, which was increasing till the election of the President took place, which filled commercial houses with alarm, while Austria's trade in these articles diminished in consequence of the general want of confidence in her. The trade in knives and forks was much as usual.

The trade in paper, chiefly fine paper used in packing steel articles, has rather diminished. The price of the raw material, rags, has considerably increased, which has obliged manufacturers to get them from a distance, and the Chamber of Commerce would be glad to see an entire prohibition of the export of rags from the States of the Zollverein in force.

On looking back at 1860, it can hardly be said to have been a good year for trade, but at the same time there was no great distress. Only four bankruptcies took place during the year, and those belonged to minor trades.

Report on the Trade of Tilsit during 1860.

The last year was a turning point for the trade of Tilsit, for the opening of the last portion of the Eastern Railway to the frontier threatened to cut off Tilsit and the whole northern portion of Lithuania from trade with the West, and the great high road of trade. Many houses occupied in one of the principal branches of trade, agency business, have been removed to Königsberg, Stallupönen, and Eydtkuhnen; but it is hoped that by means of a branch line Tilsit will be put in connection with the main line, and thus its trade be improved. The corn trade of Tilsit, in comparison with other years, was good, and the prices were steady, which was of great advantage to the producers in executing foreign orders and entering into fresh speculations.

It is expected the new line of railway may be begun in 1861.

The greatest fluctuations in prices were in wheat; which were in the early part of the year at 70 to 75 silvergroschen, and 65 to 70 silvergroschen for 130 to 133 Dutch lbs., which rose 4 and 5 silvergroschen a scheffel; in June, in consequence of the bad weather, they rose again 5 to 10 silvergroschen. Rye remained steady at from 42 to 50 silvergroschen for 120 Dutch lbs. There was no large export of barley, but more considerable business was done in oats, which were sold in the market at 18 to 20 silvergroschen a scheffel. About 120 lasts of peas were exported from Tilsit, which only produces a small quantity. There were considerable stores of linseed early in the year; the prices paid were from 60 to 62½ silvergroschen for 108 to 110 lbs., which rose towards the end of the year to 72 to 77 silvergroschen. Flax and tow in 1859 were paid at 7½ to 8½ thalers a centner, chiefly for Rhenish and Silesian spinneries; but the principal export is to England. As far as regards quantity, the flax market loses importance every year. The Russian and Polish flax sent to Tilsit is chiefly for re-exportation to Königsberg and Memel.

Spirits of wine (spiritus) was sold in January at 11⅓ to 11⅔, in February at 12, and the end of March at 13 dollars per 6,000 per cent. About 3,000 ohm were sent to Tilsit by land and water. Business in wood was good, similar to that of 1859.

The trade in colonial wares was not good, for the railway to Eydtkuhnen now supplies more directly than Königsberg, but the trade in tea increases every year.

According to the report it would seem great care is taken to preserve pure linseed, and it is stated that Tilsit oil-cake is preferred in England and Scotland to that of any other part of the Baltic. It is much desired that the import duty were taken off, as it would be of considerable assistance to manufacturers, as well as to dealers, though it is profitable for the seeds imported from Russia. It would also be advisable to do away with the import duty on coal, which till now has been the cheapest fuel, and would be very acceptable to gas establishments and other factories, besides being acceptable to England and not prejudicial to the interests of the State.

The manufacture of rape-seed oil only occupies a secondary position, as it is only made for consumption in the neighbourhood. The price of rape-seed oil varied from 12½ to 14 dollars. The produce of the two large oil-factories were in 1860 and 1859 as follows:—

	1860.	1859.		1860.	1859.
	centners.	centners.		centners.	centners.
Linseed cake . ..	62,000	56,000	Rape-seed oil ..	4,500	3,700
Rape-seed cake ..	5,000	3,500	Varnish	650	500
Linseed oil	21 000	18,000			

Considerable progress was made in the matter of soap and candles, imitating the foreign soaps in the manner in which they are got up for sale in coloured papers made at Tilsit. The price of green soap was between 52 and 60 dollars a last. About 520,000 lbs. were manufactured. Candles were about 21 dollars a centner.

On the whole the business of iron foundries and machinery was satisfactory, even in winter. There was also more business done in the manufacture of agricultural machinery. In one factory alone 90 threshing-machines were made, chiefly for small landed proprietors in the neighbourhood; the export of them to Russia was small in comparison to former years. One steam threshing-machine was made, that would thresh and winnow from 55 to 60 scheffels per hour; this was the first made after English models.

The raw materials employed during the year were about—

Oak, ash, and fir wood	4,500 dollars.	Copper, tin, and zinc	90 centners.
Raw iron	5,800 centners.	Coals	1,800 tonnen.
Steel	45 „	Coke	1,700 „

There were about 130 workmen employed, a number hardly sufficient for the demands.

The following is a list of the number of skins that came in 1860 to the tan-yards:—

	Pieces.
American wild cattle	1,800
Russian skins	800
From Memel	2,000
„ Königsberg	4,000
„ Elbing	1,000
„ Lithuania	10,000
Cattle skins	19,600
Horse skins	1,700
Total	21,300
Calf skins	3,000

Paper made by machinery is much affected by the high price of rags. The railway connection between Königsberg and the Russian frontier, by Eydtkuhnen, has a prejudicial effect, as the rags collected along the line now go to Königsberg, whereas they formerly came to Tilsit, which makes it more desirable that Tilsit should have a branch line.

There is an extensive intercourse by water between Tilsit, Memel, and Kowno.

Report on the Trade of Dantzic.

The year 1860 was a remarkable one for the trade of Dantzic. The Tables given below show the great extent of the two principal articles of trade, grain and wood. During 1860, 2,532 vessels cleared out laden with goods, whilst only 1,791 cleared in 1859.

There were exported—

	Thalers.
Grain to the value of	14,845,760
Wood	5,029,900
Various articles	985,170
Total	20,860,830

There were imported various goods to the value of 5,259,816 thalers.

In comparing the above figures (the import being one-fourth of the export) it must be considered that of the 2,535 vessels which came, 1,529 came with ballast, seeking a cargo, and that only 33 left in ballast, which shows how great a disproportion exists between the import and export trade; this naturally has a disadvantageous effect upon the inland trade, as large numbers of barges have to return empty up the country, deep into the interior of Poland, for the produce to be brought to Dantzic. This makes a revision of the Treaties of Commerce and Navigation with Russia very necessary, and the hope is expressed that Russia will, in her own interest, follow the example of France in putting an end to the import duties which are prohibitive in their effects. A hope has been often expressed to the Government that in consequence of the high price of rye and potatoes a reduction might be made in the import duty on rice; it was proposed that it should be reduced from 1 dollar to 10 silvergroschen, but the proposal was not adopted.

The total export by sea of all sorts of grain and seeds amounted to no less than 95,073 lasts at 60 scheffels, the largest export there has been for two centuries; the largest ever known was in 1649, amounting to 99,808 lasts; in 1802 it amounted to 85,180 lasts: this naturally was most beneficial in its results, not only to the merchants, who were the greatest gainers, but to persons of a lower class—bargemen, sailors, carriers, and workmen in general.

The import lists show that of the 104,289 lasts of grain and seeds sent to Dantzic, 48,858 came from Poland, and 55,386 from the interior—a proof of the abundance of the harvest from 1859 to 1860.

The increase of rye has been very great during the last ten years, it having risen from 4,035 lasts in 1852 to 29,728 lasts in 1860, of which 16,245 lasts came from Poland, and 13,483 from the interior, and it will soon be on the same footing as wheat. It is also of interest to remark that the supply as sent by railway has considerably increased, inasmuch as 12,733 lasts were sent in 1859, and 21,903 lasts at 60 scheffel in 1860.

The demand for wheat in England was uninterrupted, for which nine-tenths of the exported 50,000 lasts discharged; the quality of the harvest of 1859 was good, and thus secured the demand for large quantities to be sent to England, which is always the largest buyer. The prices at the end of the year were 134 lbs. Dutch, 120 silvergroschen per scheffel, and 108 to 115 silvergroschen for inferior sorts, and 93 to 103, and 80 to 90 per scheffel.

Large quantities of winter-rye having been sent to Holland, Norway, and Hanover, the spring supplies were soon disposed of; the prices, which were from 50 to 51 silvergroschen per 81⅝ lbs., rose in the autumn to 58 to 59 silvergroschen. The quantity and quality of last year's growth were both good.

Barley of the harvest of 1859 was good in quality, and was much bought for England. The harvest of 1860, on account of the great wet, was deficient. The prices were, large, 100 to 108 Dutch lbs., 41 to 48 silvergroschen; small, 106 to 110 Dutch lbs., 50 to 54 silvergroschen.

Large quantities of oats were exported in 1860; prices, 28 to 32 silvergroschen per scheffel of 48 lbs.; the amount being 3,800 lasts; while that of 1859 was only 180 lasts, and chiefly to England.

Potatoes suffered very much from the wet; in some places there were only one-third, in others one-half and two-thirds of a good harvest: on an average the produce was not more than the half of a good harvest. Prices were from 20 to 24 silvergroschen and 1 dollar a scheffel. The failure of the potatoes will be much felt in 1861, and rye and peas will in consequence be more in demand.

The harvest in rape-seed was good in quantity, but middling in quality, and the greatest part went to Holland and England.

There were 340 lasts of linseed sent to Dantzic.

The inclosed list (No. 5) will show the fluctuations in prices in 1860 (the prices being in silvergroschen per scheffel for the better sorts), as well as a general survey of the stock, supply, and shipments of grain and seeds in 1860.

The business in wood far surpassed that of 1859. The increase in the import supply of different articles may be ascribed to various courses. The large demand for wood which took place at Dantzic in the autumn of 1859, and the large prices paid, caused the Polish dealers to occupy themselves with the subject, and the reduction of the duty in England led them to expect a rise in the price. The state of the weather, too, was favourable to clearing the woods; the export also far surpassed that of the preceding year. The number of vessels which left Dantzic laden with wood in 1860 was 1,051, in 1859 it was 771. The reduction of the duty gave the wood from the Baltic an opportunity of competing with that from Canada. There was a large demand for ship-building in England and France, and for railway purposes; the wood trade would have been better if more hands could have been procured, but the great corn trade sensibly affected it in raising the price of labour: this was felt in the manufacture of planks and railway sleepers.

There is a great want in Dantzic of warehouses.

The following numbers show the export, import, and supply of red wood for square timber in 1860 as compared to 1859:—

	Pieces.	More than in 1859.
Import	162,769	45,943
Export	229,190	51,060
Stock.	87,719	18,816

At first the prices were similar to those of 1859, but on the reduction of the duty in England they rose, and maintained a rising tendency. They may be taken this year as 5 and 7 per cent. higher than last year. The prices varied from 7 to 11¼ silvergroschen per English cubic foot, according to the dimensions and quality. The quality was, in general, good.

With regard to ufers ("mauer latten"), timber under 12 inches square, there were:—

	Pieces.	More than in 1859.
Supply	101,737	37,899
Export	57,127	31,052
Stock	74,408	19,451

There was a great demand from abroad, particularly from England, and this article was much affected by the reduction of duty in England; but there will always be a competition in this respect with Sweden. The prices were 7½ and 6 silvergroschen the English cubic foot for the best, 5 to 5¾ for the inferior.

Round Fir Timber.

	Pieces.	More than in 1859.
Supply	205,800	70,320
Stock	154,113	34,085

The prices varied from 8⅓ to 15⅚ and 6 to 8, and 2⅚ to 5⅔ dollars a piece.

Of masts and spars the export was 2,066 pieces, 9,305 less than in 1859. The explanation of this falling-off is to be found in the fact that only small quantities of spars, inferior in value, were sent to and exported from Dantzic. The quantity of more valuable masts exceeded that of 1859.

The export of fir planks was 326,987 pieces, 37,833 more than in 1859. The demand for the English and French fleets was greater than during the preceding year, and the supplies were exhausted on the close of the navigation. Only small quantities were taken on private account. Prices paid were from 4⅓ to 5 silvergroschen the English cubic foot, 3 inches. Considerable quantities of 1½ and 1-inch planks went to Holland, Belgium, Hanover, and Bremen. Contracts have been made for the supply, this year, of large quantities for naval purposes.

Railway Sleepers of Red Wood.

	Pieces.	More than in 1859.
Supply	243,218	7,651
Export	877,392	372,745

There were large demands from England, Belgium, Denmark, and Spain: Holland and Mecklenburg also took some. Blocks of 10 inches square and 9 long were paid 9⅓ and 10⅓ thalers per cubic foot English; for 9 inches square of same length, 7⅔ and 8 thalers per cubic foot.

Oaken Planks.

Supply.			Export.			Stock.		
	Pieces.	More than in 1859.		Pieces.	More than in 1859.		Pieces.	More than in 1859.
I. Brack W. ..	21,982	5,802	I. Brack W. ..	29,346	11,079	I. Brack W. ..	13,757	6,158
II. Brack W. W.	21,702	5,646	II. Brack W. W.	29,741	6,141	II. Brack W. W	9,438	7,079

Besides the demand for war navy purposes, there was a demand for private ship-building, which raised the prices, which were paid 687½ thalers per 720 cubic feet I Brack W., and 343¾ per 720 cubic feet II Brack W. W.; these prices rose to 712½ thalers for I, and 326 thalers for II, and then to 750 and 375 thalers.

There was a large demand to France for oak plank ends and thin oak planks, but from the want of hands the quantity desired could not be supplied.

The total value of wood exported, amounted to about 5,029,900 thalers; for fir and Scotch fir, 3,813,500 thalers; for oak, 1,195,000 thalers; for various woods, 21,400 thalers.

Last year (from 1st October, 1859, to 1st April, 1860), the pickling business far surpassed that of any other year, with the exception of from 1850 to 1851. 11,740 pigs and 48 oxen were killed, the latter for the use of the Prussian navy;

he price for fat pigs was from 2 silvergroschen 8 pfennings to 3 silvergrosche per lb. The export consisted of :—

Salted pork ..	823 tierces, at 318 English lbs.	Pigs' feet ..	13 tierces, at 336 English lbs.
Ditto ..	6,563 barrels „ 200 „	Sides of pork ..	6 bails „ 336 „
Pigs' tongues ..	316 kegs „ 28 „	Smoked ham ..	1,662 lbs.
Pigs' heads ..	25 tierces „ 274 „	Hog's lard ..	76,181 „

The amount in value may be estimated at 228,000 thalers.

There were also exported :—

Salted pork	75 tierces, at 243 Berlin lbs.
Salted beef	116 „ 224 „

in value about 8,000 dollars.

The demand at the end of 1859 was greater than at the end of 1860. The explanation may be the failure of the potatoes, and the large contracts undertaken at Hamburgh for England; Pomerania now sends its pigs to Berlin and Hamburgh, but the increase from Poland is great.

The bad harvest naturally had great effect upon the price of oil and oil-cake; 11⅓ to 13⅓ thalers were paid for refined oil; about 3,200 centner were exported in the autumn, chiefly to England—only 1,100 went to the Rhine.

Rape-cake is on the increase as an article of food for cattle; of the 30,00 centners of oil-cake produced only 6,760 centners were sent to England, of which one-half was linseed cake. Rape-seed cake varied from 40 to 57½ silvergroschen per centner; linseed cake from 80 to 83 silvergroschen per centner. The value of 6,960 centners exported may be taken at 15,000 thalers; that of the oil amounts to 61,000.

Of spruce beer, there were at the end of 1859 in store 6,000 achtels; in 1860 made 32,000; exported seawards 32,900. There remained at the end of 1860, 5,000 achtels of the value of 85,000 thalers. The demand was great, and the prices paid were from 75 to 80 silvergroschen the achtel.

Trade in bones was not so extensive as in the preceding year; about 17,000 centners were sent in nine ships to the East Coast of England, about 25,000 were sent to the same place in the preceding year. On account of the want of labour and the better prices paid, this trade was rather neglected.

Freights were better than usual owing to two causes—the reduction on import duty on wood into England, which caused vessels to fetch cargoes of wood from the United States; and the war in China, which occupied English vessels in distant waters. Freights never reached a great height, which is explained by the increased use of steamers for short voyages: nearly all the corn trade is carried on by steamers, they are also much used for the transport of articles of value and Colonial produce.

There arrived in 1860, 2,535 ships at Dantzic: in 1859 there arrived 1,848; and in 1858, 1,759; there left in 1860, 2,565 ships.

The inclosed Table (No. 6) gives a general review of the shipping of Dantzic during 1860 with imports and exports. Only five new vessels were built in Dantzic during the year, and the want of workmen for ship-building was much felt, although wages paid were high; this is partly owing to the employment of the workmen by the Royal Navy Depôt with more advantageous terms as to wages and time of work.

The sum of 158,719 thalers was handed over to the Government Treasury being amount taken for harbour-dues, including flag money, &c.

There were 30,348 centners of coffee imported in 1860, and in 1859, 22,907. The import was as follows :—

	Bails.	Barrels.	Centners.
From Holland	8,957	34	11,260
Hamburgh and Bremen ..	5,320	123	9,549
England	2,204	705	8,718
Denmark	367	12	571
Belgium.	180	..	250
Total	17,028	874	30,348

There were imported of rice in 1860, 9,709 bails and 174 barrels weighing 19,749 centners; in 1859, 12,686 centners: the increase in the consumption of rice caused a small rise in the price. Of pepper and all-spice there were imported of the former 5,071 bails, weighing 4,327 centners; of the latter 1,406 bails, weighing 1,487 centners; total, 5,814 centners. In 1859 there were 3,611 centners: the supply to Russia and Poland was great, being 4,115 centners. Of raw cotton there were imported in 1860, 4,161 bails, weighing 12,353 centners; and in 1859, 6,380 centners, of which a large quantity went to Poland. Of coloured woods, there were imported in 1860, 5,220 centners; in 1859, 1,683 centners. Of soda in 1860, 39,311 centners; in 1859, 21,924 centners; in 1857, 16,525 centners. Of rosin in 1860, 34,376 centners; in 1859, 21,924 centners. Of lead in 1860, 5,335 centners; in 1859, 2,537 centners. Of tin in 1860, 538 centners. Of cocoa and palm-oil in 1860, 1,168 centners; in 1859, 829 centners. Of syrup in 1860, 3,412 centners; in 1859, 147 centners: the greatest quantity came from England and Bremen.

The import of herrings was greater than has been known for many years, being altogether 104,658 barrels in 1860, and 64,396 in 1859; equal in value to 827,836 dollars. The cause of this large import was the great demand for Poland, where about two-thirds of the whole quantity was sent. The business done in Dutch herrings was very small.

The import of coal was similar to that of 1859. In the course of the year 1860, 250 vessels arrived at Dantzic laden with coal and coke bringing a supply of 1,424,509 centners; in 1859 there were 246 vessels which brought 1,432,100 centners. Reckoning on an average machine coal at 15 dollars, forge coal at 11 dollars, and coke at 13 dollars per last, the total value of the coal imported would be about 300,900 dollars.

The sale of iron was greater than in 1859, but there is a great competition from the Rhenish and Silesian factories, to the disadvantage of Dantzic, which is not able to supply the wood fuel necessary. The prices of manufactured iron were from $4\frac{1}{2}$ and $4\frac{1}{6}$ to $4\frac{1}{3}$ dollars per centner.

The trade in spirits of wine was chiefly confined to home. The total import was 21,000 ohms; that of 1859 was 23,800 ohms; and of 1858, 28,000 ohms; in 1860, 2,900 ohms were exported abroad, and 1,000 to the Rhine.

The inclosed (No. 7) is a list of the goods exported from and imported into Dantzic, with their value during 1860.

Report on the Trade of Memel.

The past year may be said to have been favourable to trade, particularly to that in corn and the transport of rags; the flax trade, on the other hand, was small in comparison to other years. The number of vessels that arrived exceeded that of the preceding year by 140; 979 vessels arrived, of 120,552 lasts; 989 vessels left, of 123,070 lasts.

Nevertheless there was a want of vessels; consequently more than usual of the stock remained over. Memel trade is suffering considerably from want of a railway in connection with the great line; representations in this sense have often been made to the Government, but they have till now produced no effect. Trade in wood, in consequence of the reduction of the import duty in England, was good, but there was no considerable rise in the prices; 536 vessels left with cargoes of wood, in 1859 there were 562. Trade in grain, linseed, and oil cake was better than had been known for some years, as the harvest in Russia and Poland, whence the Memel stores come, were very good. With the exception of wheat, of which 350 lasts were imported, the exports were considerable. Prices during the whole year were steady. Wheat was paid from 85 to 110 silvergroschen a scheffel. Rye was from 48 to 51 silvergroschen, then from 55 to 56 silvergroschen, and at the end of the year from 50 to 52 silvergroschen for 120 Dutch lbs. The greater part went to the Weser, the rest to the Ems, Holland, Belgium, Scotland, Stettin, and Norway. Barley was paid 38 to 40 silvergroschen a scheffel, and rose to 44 and 45 silvergroschen, and went chiefly to England and Scotland, Belgium, Holland, and Norway. Oats were paid from 26 to 27 silvergroschen a scheffel of 74 lbs., and in August 32 silvergroschen; considerable quantities were shipped to England and Scotland, and one load went to Ireland. Peas had a larger sale than usual—about 560 lasts were shipped for England; the prices were from 55 to 70 silvergroschen a scheffel. Linseed was at 70 silvergroschen a scheffel of 112 lbs., and rose to 75 silvergroschen, and was shipped for England, Scotland, Belgium, Holland, Denmark, Stettin, and one load to Sweden. The demand for sowing-seed was considerable, and about 7,000 tonnen were shipped to Stettin; the prices paid were from 90 to 110 silvergroschen a scheffel, according to quality. The export of flax was small. The quantities shipped were 136,500 stone in 1860, 241,178 stone in 1859, and 313,392 in 1858. The consumption of hemp and tow was confined to Memel. The supply or stock of herrings remaining over from 1859 was not sufficient for the demand, which caused a rise in the prices, which, however, declined again when the Norwegian supply arrived; about 21,300 tonnen came from Norway. The supply of Scotch herrings was large, about 6,700 tonnen. The total amount of herrings imported was 29,100 tonnen, and in 1859, 25,000. The business in salt was not profitable; the supplies, however, increased and reached 700,000 centners: on account of the large stocks existing in Memel from the preceding year the prices were low. At the end of 1860 there was a stock of 355,910 tonnen, in 1859 it was 315,500. The prices were steady from 60 to 60½ per tonne of all sorts. The trade in rags continues to increase in importance, large quantities being sent to England and Scotland. The amount exported was about 73,500 centners, which is the same as that of 1859; large quantities came from Poland. This is a very important branch of trade at Memel, in which large numbers of women of the lower classes are employed; and it has met with difficulties in consequence of the prohibition that rags should be imported in barges with open hatches, which came into operation early in the year.

The import of calf-skins from Russia was from 300,000 to 350,000 pieces, which were shipped to Germany, France, and England. The failures in London of considerable leather merchants had a very depressing effect on the trade, and caused a falling-off in the prices. Native calf-skins, of which 10,000 were sent to Germany, were paid 125 thalers per 100 pieces. Cattle-skins were paid 32 dollars a centner. Goat-skins, of which 30,000 were imported from Russia, were about 12½ silvergroschen per lb. The trade in bristles loses in importance, as these are shipped direct from Riga and Libau to England and America, and better prices are paid for them in Libau and Riga than in Memel; about 100,000 lbs. were imported into Memel. About 100 centners of Russian horse-hair were brought to market and went into the interior; the prices were from 29 to 30 dollars for tails and mains.

In consequence of the large stock remaining over from the preceding year the prices of coals were not good; in May and June the market was overstocked, and the want of barges and their high prices had a bad effect on the trade. About 500,000 centners were imported in 1860, and 432,650 in 1859.

Agency business falls off, as far as Russia is concerned, particularly with regard to manufactures and finer goods. The great want felt in Memel is that of a connecting railway.

The freights in consequence of the want of vessels were tolerably high in the first half of the year:—17 to 18 silvergroschen per load wood to London; 13 to 14 silvergroschen per load wood to a coal port; 23 florins Dutch per last rye to Holland; 33 silvergroschen per tonne rags to Scotland. In the latter half of the year:—22 silvergroschen per load wood to London; 24 silvergroschen per load wood to Dublin; 5 silvergroschen per quarter wheat to east coast of England; 42 silvergroschen per tonne rags to England.

Report on the Trade of Eupen.

As regards commerce and trade the results for 1860 were not very satisfactory owing chiefly to the want of confidence from the state of politics in Europe Producers and consumers were disposed to economise; the harvest was bad; and matters were rendered worse by the money crisis in America. The alarms as to war did not end with the year, and the panic still continues. Wool factories and spinneries suffered chiefly. The want of a connecting railway has been much felt, and steps have been taken to connect Eupen with the Luxembourg Railway. The chief business done was in cloth, which suffered considerably, particularly from the disturbances in America. Germany and Holland were the chief outlets for cloth. Switzerland, too, which generally took large supplies, did not make the usual purchases for Italy. The trade in cloth to England is on the increase. The sale to North America was good in the spring, and though the prices were low there was a disposition to transact business; but the late crisis has entirely put an end to it. Trade to South America, too, falls very short of the expectations. The

Levant and China, too, formerly great consumers, did nothing. Italy, too, did nothing: but it is looked forward to with great hopes.

The wool trade was similar to that of 1859, the quantity sent to Breslau market, 48,300 centners, was sold at from 10 to 15 thalers per centner dearer than in 1859: other German markets were in the same proportion; less was bought for abroad than in 1859.

Machinery suffers from the want of means of communication, the number of persons employed in making machinery has rather increased, being now 800. The machinery is chiefly for woollen spinneries and woollen factories. The construction of large steam-machines has now increased, and the want of communication prevents Eupen competing with other places, while it naturally adds to the price of the raw materials. The demand for locomotives is on the increase; these go to Russia and Poland, and to the Saxon spinneries.

The prices of leather were high, the tan having suffered much from the wet summer. Leather factories in the neighbourhood increased considerably.

The soap and candle factories depending upon those of cloth also suffered. The export of stearine candles was very small. The mining operations of this district occupy a large number of people, producing sulphate of zinc, calamine, potters' ore, and pyrites; but the results are but small, and the produce goes chiefly to Belgium.

Report on the Trade of Coblentz.

The fears entertained at the beginning of 1860 for the commerce of Coblentz were more than realized. In consequence of the depression from the state of politics there was no enterprise, and capital was held back from speculations. The feeling of uncertainty as to war still continues. The navigation of the Rhine was favoured by the mild weather; that of the Mosel was put an end to by the great amount of water for a part of July. Manganese is sent chiefly from Coblentz to England and Holland; but less business was done in it than in 1859, and it has found a rival in that sent from Spain to England. The principal shipping of the Mosel consists in transporting raw produce, such as coal, stone, ore, raw iron, &c.; the freights were low. Colonial produce remained without great fluctuations in the prices. Coffee was $8\frac{1}{3}$ to $8\frac{5}{12}$ silvergroschen per lb. Business in sugar was entirely in the hands of the refiners, and many refiners of Indian sugar became refiners of beet-root. A reduction of the import duty on Indian sugar is loudly demanded. The price of rice was better on account of the failure of potatoes in some parts. The result of last year's harvest was good in quantity, but bad in quality. Wheat was at $12\frac{3}{4}$ thalers per 300 lbs.; rye at 8 to $8\frac{1}{6}$ thalers per 280 lbs.; barley at $7\frac{1}{2}$ to $8\frac{3}{5}$ thalers per 260 lbs.; oats were at 20 to 25 silvergroschen per scheffel. The bad potato harvest had a prejudicial effect upon spirits of wine, so that only a small quantity could be brought to market. The price was 25 per cent higher.

The export of fruit and berries began in April, and continued till the closing of the navigation. The amount sent by steamers was 32,000 centners. The bad weather having a prejudicial effect upon the fruit, the brandy made from fruit was inferior. The business done in wine was active on the Rhine, as well as on the Mosel; this is owing partly to the increasing consumption at home of Mosel wine, and partly to the reduction of the duty on wine in England; prospects of a bad vintage caused the buyers to lay in large stores. The export of sparkling ("moussirende") wines was equal to that of other wines, and the consumption will increase in the Zollverein whenever a Treaty is made to put a stop to the imitation of French marks and etiquettes used in the trade. The vintage, as was to be expected from the wretched summer, was bad. White wine was more satisfactory than red, which yielded a quarter of the usual quantity.

The amount of wool brought to market in 1860 was 837 centners (150 centners more than in 1859), of which there were sold:—

84	centners,	very fine, average price	$71\frac{20}{30}$	thalers per centner.
173	,,	fine, at	$62\frac{15}{30}$	,,
461	,,	middling	55	,,
68	,,	ordinary	$43\frac{10}{30}$	,,
786				

The above prices show an increase in comparison with 1859 of $12\frac{6}{30}$ per cent. on finer, $15\frac{5}{30}$ on middling, $10\frac{20}{30}$ on ordinary.

Business in iron did not prosper owing to want of confidence, but it improved towards the end of the year.

Factories for machinery were kept employed. Little business was done in carpets and table-covers.

The annexed Table (No. 8) shows the amount of goods imported into and exported from Coblentz by water, as compared with 1859.

Report on the Trade of Elbing.

The year was, on the whole, favourable to trade. The plan of a railway between Elbing, Neidenburg, and Warsaw, is looked to with great expectations.

Wheat was paid 74 to 84 silvergroschen a scheffel, best quality; inferior was 65 to 72 silvergroschen a scheffel; rye was, at the beginning of the year, 51 silvergroschen for 130 Dutch lbs.: the highest price paid was in June, when it was 58 silvergroschen. Barley was, for small, 35 to 41; for large, 40 to 49 silvergroschen a scheffel. Oats were 20 to 27½, and rose to 24 to 32 silvergroschen. White peas were at 50 to 53, and 55 to 57½ silvergroschen. Grey peas were at 50 to 78; and green peas, of which more than usual were taken last year, at 70 to 76 silvergroschen a scheffel.

Business in spirits of wine was good. The price was in January 15 thalers per 8,000 per cent., rose to 20 thalers in September, and was at the end of the year 21½ and 22 thalers.

There were exported seawards, and by steam and railway—

	Lasts.		Lasts.
Wheat	3,334	Beans	20
Rye	2,933	Various, by rail	650
Barley	486	Oil seeds	771
Oats	1,253		
Peas	460	Total	9,907

In 1859 the amount was 10,707 lasts.

The considerable demands and commissions which came from England and France for wood, as well as Denmark and Spain, to Dantzic, were profitable for Elbing; Dantzic not being able to satisfy the demands. The use of coal increased in 1860; 1,370 lasts were imported.

The largest machine-factories employed from 500 to 600 people, and supplied machinery for ships, mills, and distilleries, as well as a large number of agricultural machines, and two locomotives and machinery for two gun-boats.

There is a large trade in lampreys ("Neunaugen"), which only yielded one-sixth of the usual supply. The yield of salmon from the Weichsel was unusually good: the largest fish are smoked and sent to Poland, Austria, and the Zollverein States; the large fish are paid from 12 to 7, the small from 9 to 4½ silver-groschen per lb.

Annexed is a Table (No. 9) of goods sent and received by railways, as compared with 1859.

Report of Trade in Bielefeld, Halle, Wiedenbruck, and Herford.

Trade and commerce were more prosperous in 1860 than could have been expected early in the year. The harvest, too, was remarkably good; but general trade made no very great step in advance, as the alarm of war had a very depressing effect; and the results of the year can only be described as very unsatisfactory, for trade was affected by the war in Italy, the financial and political troubles of Austria, the social and commercial crisis, and, to a certain degree, by the war in China, and particularly by the threatening attitude of France. More has been produced than consumed, and the demand from abroad was small. The abolition of transit dues is loudly demanded, as well as the abolition of the Stade dues, and a reduction of the Elbe dues.

The Treaty concluded between Sardinia and the Zollverein is looked forward to with confidence, as well as the Treaty which it is hoped will be concluded between France and the Zollverein.

The Anglo-French Treaty will be of advantage as far as German produce exported into England is concerned, and its benefits will be felt when the state of trade is more favourable. A wish is loudly expressed for similar Treaties between the Zollverein and the States of South America.

The harvest of flax was very good in quantity and quality, and is one of the principal articles of trade of this district. The prices paid were high.

The amount of seed imported was, in 1860, 6,952 centners, and in 1859 3,317.

The demand for rags was great, owing to large quantities having been used at the small paper-mills, which were well supplied with water. Prices varied from 15 to 90 dollars for 1,000 lbs. In Güterslohe, the principal market, 15,000 centners were produced, of which one-tenth were woollen rags.

Hand-spinning decreases every year. Spinneries by machinery did no very great business, owing to the alarms as to war coming at the time the sales are usually made.

Expectations for an improvement in the linen trade were not realised last year. The larger houses suffered from a stagnation in the trade with Russia, owing to its commercial and financial crisis, and to the large importation of Irish linen. Russia took not only large quantities, but also the finest sorts of Bielefeld linen. The Zollverein States take but little of the Bielefeld linen, it being considered more an article of luxury than of necessity.

The manufacture of cambric has much improved, and the produce finds an easy sale. Bielefeld does much in preparing ready-made linen, and if, generally, commerce were better, there is no doubt much business would be done in this branch; it employs 600 workwomen and 150 sewing-machines made at Bielefield.

Bleaching has suffered in proportion to the linen trade. In 1859 there were 44,103 pieces bleached, and in 1860 only 39,240. In the four principal establishments steam and machinery are being more used, and with success.

The manufacture of sail-cloth was less than usual. That of silk suffered, owing to the high prices of the raw material; it has nevertheless extended. The disturbances in America have affected this branch of trade, as well as that of plush (Genoa velvet). There are about 1,000 people employed in the silk trade.

There are in this district factories of muslin, of asphalt felt, of wadding, cement, and bricks, tanneries, glass factories, and iron foundries, which were prosperous generally.

The manufacture of cigars has much increased. The principal place of trade is in Bünde and Bielefield, but during last year the price of tobacco leaves for cigars was very high.

The distilleries of brandy, spirits of wine, and liqueur were prosperous, though no extensive business was done.

The breweries in this district suffered from the high price of hops.

The trade in salted provisions was good. The price of hams and bacon was from 18 to 20 thalers per centner, and of sausages from 30 to 33 thalers per centner.

The annexed Table (No. 10) shows the extent of railway traffic which took place in 1860, as compared to 1859.

The intercourse with regard to telegraphs was the following:—Despatches sent in 1860, 1,018; in 1859, 797. Despatches received—930 in 1860, and 894 in 1859. The receipts for despatches sent were in 1860, 1,103 thalers; and in 1859, 919 thalers.

The charges for the transmission of telegraphic despatches is considered as too high, and desires have been expressed to the Government that they may be reduced. Complaints are also made of the rate of charges on the railways for the transmission of goods. The charges most found fault with are those regarding the transport of coals, flax, and grain.

Report on the Trade of Stettin.

Beyond the abolition of the transit-dues, the latter times have presented but one fact which is likely to form a new era in commercial policy, viz., the negotiation for a Treaty of Commerce between France and the Zollverein. In its commerce with England, which is the most important part of its commercial relations with all the world, France has already adopted a Tariff which, in all its essential parts, is more liberal by far than that of the Zollverein. This comparison alone is a *testimonium paupertatis* for the development of the commercial policy of the Zollverein; but in addition to this, there is room for namy and earnest and serious considerations with regard to the consequences of the Anglo-French Treaty to the industry and commerce of the Zollverein. It will therefore be the object of the Zollverein to obtain from France equal concessions to those made to England, which will be an object of some difficulty, and considerable time may elapse before this is accomplished; it must be contended for by those most interested, and will meet with much opposition.

Manufacturing industry yielded rather satisfactory results during the last ear, when compared to those of 1859. One engine factory consumed—

	Centners.
Raw iron ..	12,560
Wrought iron	7,200
Plate iron ..	7,100
Copper, tin, &c.	960
Total	27,820

while in 1859 it used 26,500, and in 1858, 41,500. Besides a number of steam-engines, boilers, &c., it constructed four iron steamers, seven gun-boat engines, and locomotives with tenders. One factory consumed only 13,350 centners of raw material, and in 1859, 13,150; but the hands employed and the yield of the work was not below that of 1859. Some new branches of work gave profitable employment, especially the manufacture of turbines for water-mills. There is not much development in the manufacture of great machines in establishments of Stettin, but the results can be looked upon as tolerably satisfactory, considering the oppressed state of most branches of industry and commerce; nor are the prospects for the future unfavourable. One Company has received important orders for Russia.

Among the factories of small machines, one of sewing-machines deserves mention. It works mostly for the Berlin market, but receives orders from foreign countries, such as Spain.

The two sugar-refineries consumed last year 206,000 centners of raw sugar (in 1859, 210,000). The situation of the refining business becomes daily more precarious, and profit is almost entirely dependent upon favourable conjunctions in the purchase of raw sugar. The purchase-price was in the first half of the year, 10 to 10½ dollars per centner, and rose 1½ to 2 thalers later, but refined sugar remained at 15½ thalers; and as the cost of refinement is rated at 5½ thalers, it became a losing business. Hence a considerable reduction in operations, and one of the refineries dismissed the major part of its labourers. The uncertainty of political conjunctions has contributed to this, as well as the growing competition of the factories of brown or moist sugar in Saxony and Silesia; while, on the other hand, the dependence of the refineries on the producers of beet-root sugar, who monopolize the market of the Zollverein, becomes daily more ruinous to them. The mere probability of the concession of a drawback on beet-root sugar going out of the country has raised its price considerably; and if that measure were really carried into effect, without the protective duty on colonial sugar being abolished, the monopoly of the manufacturers of beet-root sugar would be complete. Only the removal of these protective duties, which would open to the refineries the markets of the world, for purchase as well as for sale, can secure to them some prospects for the future.

The demand for kali salts on the part of the factories of saltpetre gave a considerable sale to their raw produce, and that residue which formerly was used for the fields goes now to the potash factories. The manufacture of concentrated artificial manure has decreased considerably, and the sale of it in 1859 amounted to but 3,120 cwt., of which 500 cwt. went to Russia and London. The dryness of the seasons of 1857-59 is supposed to be the cause of the decreased consumption. The ship-tar and paraffin factory of Dantzic has manufactured 3,000 cwt. of tar from 9,000 tons of American resin, which were consumed in the Prussian ports of the Baltic and in Denmark. The sale of the paraffin, which is mostly employed in lighting streets, amounted to 230 cwt.

The manufactory of roof-felting, and of other similar coverings, has extended itself considerably. One establishment increased its production by 20 per cent. last year, and sold 56,000 thalers' worth of it. A rise in the price of these articles may be expected, and a consequent reduction of consumption, on account of the rise in price of coal-tar, which, when distilled, is employed for soaking the railway-planks, and all kinds of wood for ship-building, as also for the manufacture of various colours, as anilin, fuchsin, and also a surrogate for bitter oil of almonds, which is much used by soap-boilers. The abolition of the import duty on tar (which, although trifling, still increases the cost of it by 16 silvergroschen a-ton), appears to be the only means of reducing the price of home-made tar.

One factory of pharmaceutical cartonage, which employs 70 hands, manufactured last year 500,000 boxes of a large size, 400,000 powder-convolutes, 1,500,000 powder-capsules, and 1,000,000 paper-bags. Domestic competition has decreased its home sale, but its exports to America and Russia are on the increase. The production of Portland cement in two factories has increased from 45,000 tons in 1859 to 80,000, the importation from England having decreased from 10,000 to 3,500 tons, and exportation to Russia has commenced to the amount of 6,500 tons.

The tobacco and cigar factories have reduced their hands, owing to diminished demand. The three largest corn-mills have had a favourable year business; they ground 400,000 wispel of corn and rye, mostly for home consumption. Only a small part of the flour went to England and Holland.

The chemical factory of Pommersdorf consumed—

	In 1860.	In 1859.		In 1860.	In 1859.
Bones	34,000 cwts.	27,500 cwts.	Copperas	200 cwts.	300 cwts.
Raw sulphur . ..	2,000 „	17,000 „	Chalk from Rügen ..	28,000 „	30,000 „
Chili saltpetre ..	4,800 „	3,400 „	Limestone	200 loads	470 loads
Salt from England and Starsfurth	28,600 „	20,000 „	Borax lime	900 cwts.	
Iron filings	1,500 „	1,800 „	Brown stone . ..	5,600 „	

It produced—

	In 1860.	In 1859.		In 1860.	In 1859.
Bone black	23,000 cwts.	16,000 cwts.	Glaubersalz, calcined .	35,000 cwts.	37,000 cwts.
Sulphuric acid ..	47,600 „	47,000 „	„ crystallized	2,400 „	
Refined sulphur ..	4,400 „	2,500 „	Iron vitriol	6,300 „	7,000 „
Nitric acid	2,900 „	2,400 „	Copper vitriol ..	1,800 „	1,300 „
Nitrate of Saltpetre ..	1,900 „	1,200 „	Calcined and caustic soda	12,000 „	11,000 „
Salzsäure (Vitriol?) ..	39,000 „	47,000 „	Refined borax ..	480 „	250 „
			Carbonated lime ..	5,000 „	

The sale of all these articles was pretty equally divided over all the time since the opening of the navigation; but the prices were low, since the consumption of latter years has not kept pace with the production.

Another chemical factory consumed—			And has produced—		
	In 1860.	In 1859.		In 1860.	In 1859.
Raw sulphuric ..	6,830 cwts.	4,638 cwts.	Sulphuric acid ..	20,300 cwts.	13,800 cwts.
Chili saltpetre ..	416 „	422 „	Nitric acid	568 „	577 „

The sale of sulphuric acid, which had much fallen off in consequence of unfavourable conjunctures, has risen again from 11,000 in 1859, to 17,600, at the price of 2½ to 2⅚ thalers per cwt,, inclusive of packing.

Another chemical factory, which occupies 150 men, produced—

	cwts.		cwts.
Refined kali saltpetre	10,000	White lead	1,000
Nitrated saltpetre . ..	1,000	Red lead	500
Calcined soda kali	6,000	Glue	300
Crystallized soda kali	10,000		

The manufacture of kali saltpetre carried on on a large scale in this factory, has attracted so much attention in Prussia that the demand is now entirely covered by home production. Owing to this a number of establishments have been formed, especially in Magdeburg, in which the residue of the distilleries from treacle is turned into potash.

One glass factory keeps up its furnaces with coal. It produces only fine white glass, for which it has a good sale. Its smelting furnace keeps fluid 70 cwts. of glass. It has taken for pattern the best glass manufactories of France and Bohemia, whence it has had its first hands to teach others.

The Stettin shipping consisted on the 1st of January, 1860, of 196 ships of 28,873 lasts (including 14 sea-steamers of 1,877 lasts, and 23 tow-boats of 723 lasts). Freights were on an average 20 per cent. higher than in 1859. They were lowest up to June. In September they rose till November, when they were 4*s.* to the coal ports, 4*s.* 3*d.* to the Frith of Forth, and 5*s.* 3*d.* to London, per quarter of wheat; and 23*s.* to Dundee, and 24*s.* to Aberdeen, per load of oak wood. The export of grain was very important last year, so that not only small vessels, but also the larger, which generally confine themselves to carrying timber, took a great share in it. Large quantities of zinc were also shipped. All the ships in port found employment, and others had to be brought from Swinemünde. The regular steamers to the North Sea ports were well employed by the export of grain, linseed bran, oil, and zinc; and the freights which generally prevailed from the spring to the summer months were between 3*s.* 6*d.* to 2*s.* to the eastern ports of England. They rose gradually to 5*s.* 6*d.* in the autumn, on account of the great difference in the price of insurance between sailing and steam-vessels. The back freights of sailing vessels consisted mostly of coals, at 11*l.* in March, 10*l.* 10*s.* in May and June, 10*l.* 2*s.* 6*d.* in July, and 9*l.* 10*s.* in August to October.

The steam navigation of Stettin has in general made progress. All the lines were well supported in 1860, and some of them put on new steamers, especially that to Hull.

The Consul at Stettin has supplied Her Majesty's Government with a detailed account of the number of vessels which arrived and sailed from Stettin in 1860, together with a list of their cargoes.

According to official lists the total weight of the imports in 1860 was as follows, viz., 4,674,228 cwts., as compared with—

	cwt.	Value. Thalers.		cwts.	Value. Thalers.
1859	4,992,329	21,568,079	1856	6,331,375	24,017,110
1858	5,452,850	24,458,761	1855	4,676,254	17,366,825
1857	7,252,329	28,057,576			

The following articles show a considerable increase as compared to 1859:—Cotton twist, cotton goods, spirits, borax, caroba, chrom kali, steel, wrought-iron ½-inch bolts, shaped ditto, coarse cast-iron goods, coarse wrought-iron goods, minerals, dyewoods in blocks, dried salt-fish, flax and hemp, wheat, pepper, piment, zinc, glass, glass goods, gold and jewellery, silver goods, guano and artificial manure, horse-hair, resin, isinglass, raw hides, hops, indigo, chalk, raw copper, linseed, raw linen and sail-cloth, mahogany, oil, linseed oil, Sesame* and cotton oil, peeled rice, raisins, sumach, sulphur, coals, treacle, tallow and stearine, fish-oil, wool, woollen yarn, and block tin.

The increase in the exports in 1860, in comparison to other years, was—

	cwts.	Value. Thalers.		cwts.	Value. Thalers.
1860	3,401,517	22,375,467	1857	4,334,869	18,149,675
1859	1,836,615	15,503,533	1856	1,363,880	11,397,955
1858	1,524,073	13,333,077	1855	899,467	6,946,458

The increase in the exports took place in white lead, brandy, cement earth and ore, peas, beans, barley, oats, wheat, glass and glass goods, potatoes, cloverseed, copper and brass goods, linseed, rags, mill produce, rape-seed, oil, linseed oil, saltpetre, salt and acids, raw and worked silk, fine and white silk, silver coin, treacle, raw tobacco, cigars, pitch and tar, wine, zinc, raw sugar, loaf sugar.

The imports and exports to and from the various countries were to the following extent in 1860:—

	centners.		centners.
To and from Great Britain	5,743,540	To and from Mediterranean States	157,247
„ Baltic States and Norway	928,984	„ France	134,965
„ North-west Germany	503,970	„ Transatlantic countries	46,289
„ Netherlands and Belgium	280,649		

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* Species of Indian corn of which oil is made.

(No. 1.)—COMPARISON of the Common Receipts from Import, Export, and Transit Dues in 1860 and the preceding year, 1859.

	Import Dues.				Export Dues.				Transit Dues.				Total.			
	1860.	1859.	1860.		1860.	1859.	1860.		1860.	1859.	1860.		1860.	1859.	1860.	
			More.	Less.			More.	Less.			More.	Less.			More.	Less.
	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.
1. Prussia . . .	13,387,846	13,477,628	–	89,782	42,478*	53,178*	–	10,700*	235,950*	252,250*	–	16,300*	13,730,824	13,855,450	–	123,626
					46,365†	57,009†		10,644†	18,185†	14,385†	3,800†					
Luxembourg . .	139,379	143,120	–	3,741	1,777	2,237	–	460	903	238	665	–	142,059	145,595	–	3,536
2. Bavaria . . .	1,274,055	1,224,587	49,468	–	13,270	14,416	–	1,146	16,294	13,490	2,804	–	1,303,619	1,252,493	51,126	–
3. Saxony . . .	2,512,375	2,323,098	189,277	–	48,272	43,241	5,031	–	94,999	87,000	7,999	–	2,655,646	2,453,339	202,307	–
4. Hanover . . .	2,158,161	2,099,310	58,851	–	7,720	11,351	–	3,631	22,248	16,775	5,473	–	2,188,129	2,127,436	60,693	–
5. Wurtemberg . .	431,157	417,904	13,253	–	1,767	3,286	–	1,519	2,487	4,037	–	1,550	435,411	425,227	10,184	–
6. Baden . . .	950,831	900,453	50,378	–	20,139	28,705	–	8,566	14,766	10,043	4,723	–	985,736	939,201	46,535	–
7. Electoral Hesse . .	323,989	299,098	24,891	–	263	75	188	–	205	36	169	–	324,457	299,209	25,248	–
8. Ducal Hesse . .	497,537	458,063	39,474	–	2,436	2,097	339	–	1,468	743	725	–	501,441	460,903	40,538	–
9. Thuringia . . .	329,214	346,459	–	17,245	75	59	16	–	332	275	57	–	329,621	346,793	–	17,172
10. Brunswick . . .	280,072	273,099	6,973	–	10*	91*	–	81*	95*	101*	–	6*	280,177	273,291	6,886	–
11. Oldenburg . . .	241,598	236,581	5,017	–	140	2,730	–	2,590	1	2	–	1	241,739	239,313	2,426	–
12. Nassau . . .	86,569	81,953	4,616	–	275	471	–	196	228	190	38	–	87,072	82,614	4,458	–
13. Frankfort A/M . .	872,089	824,443	47,646	–	23,077	31,892	–	8,815	1,146	1,343	–	197	896,312	857,678	38,634	–
Total . . .	23,484,872	23,105,796	489,844	110,768	208,064	250,838	5,574	48,348	409,307	400,908	26,453	18,054	24,102,243	23,757,542	489,035	144,334
			110,768					5,574			18,054				144,334	
		Increase –	379,076				Decrease	42,774		Increase	8,399			Increase –	344,701	

* Eastern Provinces.

† Western Provinces.

(No. 2.)—TABLE of Receipts from Import, Export, and Transit Dues, from the First to the Third Quarter of 1860, as compared with those of the same period of 1859.

	Import.		Export.		Transit.		Total.			
	From First to Third Quarter, 1860.	From First to Third Quarter, 1859.	From First to Third Quarter, 1860.	From First to Third Quarter, 1859.	From First to Third Quarter, 1860.	From First to Third Quarter, 1859.	From First to Third Quarter, 1860.	From First to Third Quarter, 1859.	From First to Third Quarter, 1860.	
									More.	Less.
	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.
1. Prussia	9,918,786	9,995,397	33,045* 39,178†	43,329* 48,847†	192,949* 12,189†	188 545* 10,337†	10,196,147	10,286,455	...	90,308
Luxembourg	108,885	103,867	1,377	1,656	639	50	110,901	105,573	5,328	
2. Bavaria	908,894	842,865	8,650	11,853	12,783	10,068	930,327	864,786	65,541	
3. Saxony	1,779,514	1,577,160	36,670	30,578	67,282	55,355	1,883,466	1,663,093	220,373	
4. Hanover	1,586,207	1,529,047	6,545	9,423	16,693	10,542	1,609,445	1,549,012	60,433	
5. Wurtemberg	266,032	251,316	1,321	2,627	1,839	3,233	269,192	257,176	12,016	
6. Baden	620,841	564,113	17,172	23,300	9,833	7,130	647,846	594,543	53,303	
7. Hesse, Electoral	238,769	216,464	177	49	186	34	239,132	216,547	22,585	
8. Hesse, Ducal	364,896	328,241	1,846	1,658	1,039	540	367,781	330,439	37,342	
9. Thuringia	243,233	250,590	65	47	259	211	243,557	250,848	...	7,291
10. Brunswick	210,666	205,393	7*	91*	84*	89*	210,757	205,573	5,184	
11. Oldenburg	182,045	173,507	126	2,338	1	2	182,172	175,847	6,325	
12. Nassau	60,872	52,504	270	243	227	1	61,369	52,948	8,421	
13. Frankfort on the Maine ...	646,922	575,234	18,042	27,339	768	940	665,732	603,513	62,219	
Total	17,136,562	16,665,698	164,491	203,578	316,771	287,077	17,617,824	17,156,353	559,070 97,599	97,599
									461,471	

* Eastern Union. † Western Union.

(No. 3.)—SUMMARY of the Shipping Trade of Königsberg and Pillau, during 1860.

ARRIVED.	Ships.	Lasts.
Danish	635	32,774
Prussian	637	26,125
English	154	17.906
Dutch	187	13,463
Hanoverian	191	9,408
Norwegian	180	8,091
Russian	11	1,142
Swedish	22	1,094
Mecklenburgh ..	7	1,023
Oldenburg	10	605
Rostock	4	618
Hamburg	14	562
Lübeck	5	519
French	3	194
Total	2,060	113,524

LADEN WITH	Ships.	Lasts.
Ballast	694	37,883
Various goods	347	24,909
Coal and coke	275	17,955
Iron, machinery, rails, resin, tar, pitch ..	119	8,570
Herrings, train-oil, and fish	211	8,409
Limestone, gypsum, chalk, cement, guano, whetstones	214	6,987
Slates, bricks, granite, millstones ..	129	4,462
Salt	39	3,262
Wine, spirits, fruit	17	540
Rothhafen	7	376
Wood for fuel, corn, potatoes	3	109
Sugar	4	62
Total	2,059	113,524
Man-of-war	1	

SAILED OUT.	Ships.	Lasts.
Danish	628	32,677
Prussian	638	27,821
English	154	17,906
Dutch	188	13,592
Hanoverian	191	9,408
Norwegian	179	8,136
Russian	11	1,142
Swedish	22	1,094
Mecklenburg	7	1,023
Oldenburg	10	605
Rostock	4	618
Hamburgh	15	579
Lübeck	5	519
French	3	194
Total	2,055	115,344

OF THESE THERE WERE LADEN WITH	Ships.	Lasts.
Grain of all sorts	1,604	86,387
Various goods, sugar, flour ..	114	8,071
Seeds of all sorts	109	6,423
Sleepers, wood, planks, beams, staves	68	5,403
Ballast	30	2,509
Oil cake	51	2,298
Hemp, flax, tow	23	1,777
Rags, skins, bristles, mats ..	30	1,212
Bones and	14	609
Rothhafen	7	376
Herrings	2	249
Total	2,052	115,314

Of these there were laden from—

	Ships.	Lasts.
Königsberg and Pillau	1,780	94,338
To England	14	1,604
„ Norway	25	788
„ Denmark	7	334
„ Holland	2	108
„ Hanover	3	82
„ Bremen	1	72
Königsberg and Pillau to Great Britain	42	5,283
„ „ Norway	3	149
„ „ Holland	2	236
„ „ Denmark	1	11
Elbing to Pomerania	37	480
„ Great Britain	3	320
„ Holland	7	228
„ Russia	3	108
„ Denmark	1	14
Königsberg and Elbing to Great Britain	19	4,100
„ „ Holland	6	799
„ „ Bremen	2	264
„ „ Denmark	1	117
„ „ Norway	2	53
Pillau and Elbing to Great Britain	3	215
„ „ Belgium	1	59
„ „ Russia	1	14
Königsberg, Pillau, and Elbing to Great Britain	4	473
Braunsberg to Pomerania	11	176
„ Hamburgh	2	43
„ Hanover	1	37
„ Great Britain	1	33
„ Bremen	1	15
Pillau and Braunsberg to Belgium..	1	48
„ „ Holland	1	46
„ „ Hanover	1	48
Königsberg, Pillau, and Braunsberg to Great Britain	2	206
Pillau, Elbing, and Braunsberg to Belgium	1	82
Frauenburg to Denmark..	4	131
„ Great Britain	3	116
Pillau and Frauenburg to Great Britain	1	116
Königsberg, Pillau, and Frauenburg to Denmark	1	119
Königsberg and Fischhausen to Holland	2	195
Pillau and Fischhausen to Norway..	2	118
„ „ Hanover	1	86
„ „ Bremen..	1	46
Total	2,013	112,180

(No. 4.)—List of Goods exported Seawards from Königsberg.

		Belgium.	Bremen.	Denmark.	France.	Great Britain.	Holland.	Hanover.	Hamburgh.	Lübeck.	Norway.	Pomerania.	Russia.	Sweden.	Total.	Export of 1860.
1. Wheat	lasts	637	...	...	...	12,796	3,967	215	...	...	78	...	...	...	17,693	17,610
2. Rye	„	725	1,012	1,316	...	297	8,344	5,890	...	133	9,471	7,500	...	171	34,859	33,559
3. Oats	„	...	17	...	...	9,512	...	441	42	...	...	360	...	...	10,372	1,639
4. Barley	„	334	...	...	...	1,739	1,208	11	...	...	212	...	...	...	3.504	1,786
5. Peas	„	1	44	15	...	3,151	1,191	334	...	...	127	11	...	...	4,882	2,425
6. Beans	„	...	...	...	...	825	1	...	...	...	3	...	...	...	829	770
7. Vetches	„	...	...	...	75	1,629	...	...	...	...	55	...	...	...	1,759	1,179
8. Linseed, hemp-seed, and rape-seed	„	217	...	252	...	3,265	2,975	234	...	...	374	57	...	71	7,445	6,249
9. Flax	centner	...	...	...	4,222	37,870	...	3,448	...	...	...	321	...	...	45,861	19,626
10. Flax-tow	„	...	...	...	...	1,325	...	...	...	...	...	6	...	...	1,331	63
11. Hemp	„	...	...	5	...	60	92	145	...	...	...	3,233	...	...	3,535	4,579
12. Hemp-tow	„	...	...	...	...	...	...	...	...	...	...	330	...	...	330	328
13. Linen	„	...	...	992	...	...	28	2	17	3	8	122	...	...	1,172	756
14. Bristles and hair	„	41	...	...	...	539	120	...	...	...	...	634	...	...	1,334	236
15. Clover seed	„	...	...	360	...	4,258	247	128	56	...	167	325	...	...	5,541	2,378
16. Oil cake	„	...	...	...	...	100,607	...	...	...	...	...	...	...	...	100,607	100,426
17. Animal bones	„	...	...	...	...	9,511	...	...	...	...	...	...	...	...	9,511	24,073
18. Sugar scum, &c.	„	...	...	...	6,276	520	...	...	...	...	...	162	...	...	6.958	5,096
19. Sugar and syrup	„	...	1,706	...	...	...	...	1,242	...	...	...	133	...	...	3,081	8,036
20. Rags...	„	...	...	...	...	15,738	...	16,065	...	...	...	3,776	...	...	35,579	27,382
21. Rothhafen	„	...	...	1,594	...	2,183	...	...	...	...	...	...	...	...	3,777	
22. Various goods	„	...	...	177	...	4,223	99	...	3	153	55	5,704	...	...	10,414	11,253
23. Wood	„	229	155	376	...	2,132	...	183	...	...	...	...	...	...	3,075	1,500
24. Slates	„	...	...	...	...	...	...	...	...	...	...	420	...	...	420	2,991
25. Herrings and herring-pickle ...	barrels	...	...	...	...	...	...	...	...	...	...	1,462	360	...	1,822	455

There were also exported by lighters per Pillau to other countries, and by the Königsberg and Stettin steamers, about 4,880 lasts of wheat, 3,065 lasts of rye, 1,050 lasts of oats, 1,095 lasts of barley, 990 lasts of peas, 170 lasts of beans, 470 lasts of vetches, 1,530 lasts of linseed, hemp-seed, and rape-seed.

(No. 5.)—FLUCTUATIONS in Prices, Supply, and Shipments of Grain at Dantzic in the Year 1860.

	Wheat.	Rye.	Barley.	Peas.	Oats.	Rape.
January ..	83	51	52	56	28	95
February ..	84	52	53	57	28	95
March ..	87	53	56	57	28	95
April ..	93	55	57	59	30	100
May ..	98	55	52	60	32	100
June.. ..	102	54	50	57	36	100
July.. ..	102	52	52	56	30	100
August ..	115	55 (new)	54	56	30	103 (new)
September ..	112 (new)	59	55 (new)	65 (new)	31 (new)	101
October ..	105	59	56	66	20	95
November ..	100	55	54	67	30	97½
December ..	105	56	54	62	36	100

TABULAR SURVEY of the Stock, Supply, and Shipments of Grain and Seeds in 1860 (per last of 60 scheffel).

	Wheat.	Rye.	Barley.	Oats.	Peas.	Linseed.	Rapeseed.	Total.
Stock at the end of 1859 ..	6,450	1,670	560	420	570	150	1,040	
Supplies—								
From Poland and Russia ..	30,130	16,245	345	38	1,540	300	260	48,858
From interior, by barge ..	9,126	3,461	1,196	1,850	1,307	25	3,618	20,583
From interior, by railway..	7,497	5,352	3,320	1,665	2,749	10	1,310	21,903
Average by land carriage..	3,480	4,670	1,210	940	840	5	1,800	12,945
	56,683	31,398	6,631	4,913	7,006	490	8,028	104,289

SUPPLIES.

	Wheat.	Rye.	Barley.	Oats.	Peas.	Linseed.	Rapeseed.	Total.
1859	29,107	23,726	4,368	1,855	2,688	749	4,120	66,607
1858	39,305	21,562	3,753	1,616	2,409	671	2,295	71,611
1857	28,407	17,125	12,881	1,211	1,955	995	3,320	
1856	14,457	5,763	1,517	1,700	953	4,664	1,500	
1855	18,338	4,706	1,231	731	510	1,041	1,401	
1854	16,528	4,800	1,000	1,526	683	630	1,860	
1853	38,364	4,819	1,538	1,080	390	206	3,006	
1852	24,528	4,035	945	1,026	417	288	1,668	

STOCK.

	Wheat.	Rye.	Barley.	Oats.	Peas.	Linseed.	Rapeseed.
End of 1860 ..	4,840	923	752	106	942	20	2,670
„ 1859 ..	6,540	1,670	560	420	570	150	1,040
„ 1858 ..	9,630	2,530	310	162	340	140	1,164
„ 1857 ..	2,375	3,486	375	109	258	47	938
„ 1856 ..	2,985	586	93	13	247	413	406
„ 1855 ..	1,471	1,006	119	63	31	30	500
„ 1854 ..	806	387	50	100	11	100	360
„ 1853 ..	4,438	495	119	20	117	..	1,163
„ 1852 ..	14,602	636	59	50	156	1,064	
„ 1851 ..	14,350	443	29	13	256	1,043	
„ 1850 ..	17,856	2,976	299	28	214	359	

LADEN.

	Wheat.	Rye.	Barley.	Oats.	Peas.	Linseed.	Rapeseed.
1860—Sea . ..	50,273	26,800	4,462	3,596	5,759	350	3,833
„ Railway ..	70	75	17	11	5	..	32
	50,343	26,875	4,479	3,607	5,764	350	3,865
Stock, end of 1860 ..	4,840	923	752	106	942	20	2,670
Consumption ..	1,500	3,600	1,400	1,200	300	120	1,493
	56,683	31,398	6,631	4,913	7,006	490	8,028

Shipped, per Last of 56½ scheffel, of Grain and Seeds in 1860.

To	Wheat.	Rye.	Barley.	Oats.	Peas.	Linseed.	Rapeseed.
Bremen	63	1,633					
Belgium	1,107	1,408	61	..	..	..	558
Denmark	136	2,932	38	..	270	..	55
England	45,325	1,726	4,192	3,757	5,186	240	2,858
France	1,226						
Guernsey and Jersey ..	436	..	10	5			
Hanover	209	4,365	76	57	86		
Hamburgh and Lübeck	..	149					
Holland	4,624	9,743	105	..	352	130	582
Oldenburg	36						
Prussia	..	595	2	..	..	..	18
Sweden and Norway ..	226	5,909	261	..	222		
Exports, 1860 ..	53,388	28,460	4,739	3,819	6,116	370	4,071
Exports, 1859 ..	31,942	21,805	2,800	191	2,269	560	2,444

(No. 6.)—REVIEW of the Shipping of Dantzic, 1860.

IMPORTS.

Vessels Arrived.	Goods in pieces and Machinery.	Wine.	Herrings.	Salt.	Coal and Coke.	Iron and Rails.	Wood.	Bricks, &c.	Tar, Pitch, and Sulphur.	Corn and Seed.	Chalk, Cement, &c.	Fruits.	Potatoes.	Lead and Zinc.	Rags.	Divers goods.	Chalk and Ballast.	Total of Vessels.
Africa ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
Belgium ..	8	..	..	..	..	33	..	11	..	..	..	..	..	..	..	..	34	86
Bremen ..	22	..	..	..	..	..	..	..	1	..	2	..	..	..	..	..	23	48
Denmark ..	6	..	2	..	..	27	..	..	2	..	1	..	..	..	..	..	507	545
England ..	66	..	68	33	253	10	..	8	2	..	18	..	..	..	..	..	310	768
France ..	13	3	..	..	..	10	..	..	..	..	..	..	..	..	..	..	44	70
Hamburgh ..	26	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	18	47
Hanover ..	4	..	..	..	..	6	1	7	..	..	..	..	..	..	3	..	52	73
Holland ..	33	..	..	..	..	30	..	3	1	..	..	..	..	..	..	..	140	207
Lübeck ..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	47	48
Mecklenburg ..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	38	39
Italy	..	..	..	..	..	..	..	..	1	..	..	2	..	..	..	..	..	3
Oldenburg ..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	19	21
Prussia ..	97	..	4	..	..	2	13	13	..	10	10	..	1	2	..	8	222	382
Russia ..	4	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	19	24
Sweden ..	..	..	101	..	..	7	1	..	..	..	8	..	..	..	..	..	54	171
Spain	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	1	2
Total ..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	2,535

EXPORTS.

Sailed Out.	Corn.	Corn, &c.	Wood.	Wood, &c.	Seeds.	Spirits.	Herrings.	Meat.	Goods in pieces.	Bones.	Oil-cake.	Coal.	Potatoes.	Sugar.	Divers goods.	Chalk and Ballast.	Total.
Africa	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
America	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Belgium	43	..	39	..	2	..	..	..	..	..	..	..	..	..	..	..	84
Bremen	37	..	50	1	..	..	..	..	..	..	..	..	..	1	..	..	89
Denmark	122	..	64	1	..	1	..	..	1	..	..	..	..	..	1	1	191
England	582	23	581	60	2	1	..	1	2	9	3	..	..	..	3	..	1,267
France	16	..	86	..	..	..	..	..	..	..	..	..	..	..	1	..	103
Hamburgh	3	..	..	..	..	1	..	..	1	..	..	..	..	..	..	..	5
Hanover	75	..	18	..	..	..	..	..	..	..	..	..	..	..	..	..	93
Holland	204	4	57	..	..	1	..	..	..	..	..	..	..	..	..	..	266
Italy	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1
Lübeck	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
Mecklenburg ..	..	..	4	..	..	..	..	..	..	..	..	..	..	..	..	..	4
Oldenburg	2	..	25	..	..	..	..	..	..	..	..	..	..	..	..	..	27
Prussia	34	65	2	..	2	1	1	..	3	4	..	15	1	..	16	17	161
Russia	..	..	46	1	..	1	1	..	..	..	..	..	..	5	2	2	57
Sweden	148	1	..	..	..	..	..	..	..	..	..	..	..	..	..	13	198
Spain	..	..	13	..	..	..	..	..	..	..	..	..	..	..	..	..	13
Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2,565

VESSELS Arrived in 1860, according to Nationality.

American	2	Lübeck	15
Bremen	2	Mecklenburg	92
Danish	452	Oldenburg	27
English	369	Prussian (including 247 Dantzic) ..	824
French	8	Russian	29
Hamburgh	28	Swedish and Norwegian . ..	204
Hanoverian	186		
Dutch	305	Total	2,535

(No. 7.)—COMPARISON of the Value of Goods exported from and imported into Dantzic by Sea during 1860.

IMPORTS.

	Centners.	Rixthalers.		Centners.	Rixthalers.
Raw cotton and cotton goods	13,225	248,540	Pepper and allspice ..	5,814	69,770
Lead and leaden goods ..	6,506	52,050	Ginger and other spices ..	622	11,200
Chemicals	10,418	79,640	Herrings	104,661 tons	835,836
Resin	34,375	68,750	Coffee	30,349	637,330
Saltpetre and sulphur ..	4,578	11,450	Rice	19,749	98,740
Colouring woods and colours	5,294	27,850	Sugar, loaf and in syrup .	23,359	321,390
Soda	39,310	137,560	Tobacco and cigars ..	4,156	110,620
Potash	4,746	37,970	Tea	2,129	127,740
Raw iron	98,304	161,200	Olive, palm, and cocoa-nut oil	2,964	54,610
Wrought iron and rails ..	204,481	477,120	Coal (1,424,509 centners, equal to)	23,148 lasts	300,920
Coarse cast iron and steel .	103,875	348,080	Tin	537	24,700
Tin plate	5,482	49,340	Train oil	2,352	23,520
Raw hides	3,067	76,670	Cement	66,328	66,320
Wood connected with machinery	7,294	72,940	Divers articles . ..	61,978	111,300
Copper and brass ware ..	2,351	84,630	Salt	8,120	113,680
Beer in barrels and bottles .	5,658	50,920			
Brandy and rum . ..	3,349	53,600			
Wine in barrels and bottles	15,775	252,400	Total	..	5,259,816
Southern fruits . ..	5,978	61,430			

EXPORTS.

	Lasts.	Rixthalers	Rixthalers.		Centners.	Rixths.	Rixthalers.
Wheat	53,388	9,609,840		Preserved meats ..	15,030	..	228,000
Rye	28,400	2,959,840		Oil in casks . ..	4,400	..	52,800
Barley	4,739	473,900		Oil-cake	6,690	..	15,000
Oats	3,819	229,140		Bones	16,911	..	24,800
Peas	6,116	703,340		Beer	4,928 tons	..	85,000
Linseed ..	370	55,500		Potash and wood-ash .	1,293	..	10,350
Rapeseed ..	4,071	814,200		Sugar	19,948	..	299,220
Wood—			14,845,760	Spirits	8,900 ahm	..	195,000
Fir-wood ..	..	3,813,500		Various other articles .	..	..	75,000
Oak-wood ..	..	1,195,000					
Different woods .	..	21,400					20,860,830
			5,029,900				

(No. 8.)—TABLE showing Amount of Goods imported into and exported from Coblentz in 1860, as compared to 1859.

	Imports.	Compared to 1859.		Exports.	Compared to 1859.	
		More.	Less.		More.	Less.
	Centners.	Centners.	Centners.	Centners.	Centners.	Centners.
Of the 2,192,776 centners imported and exported, there were sent by—						
Sailing-vessels	546,102	..	57,863	391,484	62,478	
Towing-vessels	887,759	2,922	..	20,438	..	39,248
Passenger-steamers ..	183,450	18,550	..	163,365	19,126	
Floated	178	..	49	..	..	
Total	1,617,489	21,472	57,912	575,287	81,604	39,248

(No. 9.)—TABLE showing Amount of Goods sent and received at Elbing by Rail in 1860, as compared to 1859.

	1860.	1859.
	Centners.	Centners.
Sent	262,108	198,502
Received	269,249	205,833
	531,357	404,335

Of the goods sent (262,108 centners)—

Corn	31,360	centners (about 650 lasts).
Oil	1,720	„
Rape-cake ..	2,870	„
Wood and boards	29,340	„
Other goods ..	196,818	„
	262,108	„

Of the goods received (269,249 centners)—

Corn	81,274	centners.
Spirits of wine ..	7,849	„
Wood	41,560	„
Other goods ..	138,566	„
	269,249	„

(No. 10.)—RAILWAY TRAFFIC of the District in 1860, taken from Official Sources.

Station.		Received.	Compared to 1859.	Expedited.	Compared to 1859.
		Centners.	Centners.	Centners.	Centners.
Bielefeld	Goods .	888,401	709,255	315,530	252,877
	Coals .	480,970	393,300		
Herford	Goods .	414,074	352,272	187,999	142,754
	Coals .	253,923	218,060		
Brackwede	Goods .	217,623	209,374	90,624	83,712
	Coals .	143,250	233,090		
Güterslohe	Goods .	388,586	353,615	251,577	230,534
	Coals .	62,080	61,000		
Rheda	Goods .	140,921	113,268	105,710	93,526
	Coals .	73,530	6,200		
Total ..	..	3,064,348	2,599,434	951,440	803,422

(No. 11.)—ACCOUNT of the Common Receipts from Tax on Beet-root Sugar in the period from 1st January to the end of August 1860.

Zollverein States.	Number of refineries employed.	Population.	Amount of beet root used from January 1 to August 30, 1860.		Amount of Tax on beet-root sugar.			Expense of Administration.			To be divided.	Share of each State according to population.	To pay.	To receive.
			Centners	lbs.	Th.	sgr.	pf.	Th.	sgr.	pf.	Ths.	Ths.	Ths.	Ths.
Prussia	221	18,107,274	12,313,515	0	3,078,378	22	6	151,372	4	8	2,927,007	1,755,590	1,171,417	
Luxembourg	...	192,196	...		...			...			...	18,635	...	18,635
Bavaria	6	4,621,279	119,290	0	29,293	3	10	1,197	10	0	28,096	448,056	...	419,960
Saxony	3	2,122,148	28,061	34	7,015	7	6	549	2	7	6,466	205,753	...	199,287
Hanover	2	1,865,042	126,895	0	31,723	22	6	1,471	10	0	30,252	341,151	...	310,899
Wurtemberg	6	1,690,898	436,214	0	109,053	13	7	5,366	16	5	103,687	163,941	...	60,254
Baden	1	1,334,052	517,719	0	129,429	22	0	1,698	7	2	127,732	129,343	...	1,611
Electoral Hesse	...	669,745	...		...			200	0	0	200	67,843	...	68,043
Ducal Hesse	...	861,905	...		...			...			...	83,566	...	83,566
Thuringia	2	1,043,771	114,541	0	28,635	7	6	1,283	24	4	27,351	101,199	...	73,848
Brunswick	14	249,771	865,954	90	216,488	15	0	11,799	22	6	204,689	24,216	180,473	
Oldenburg	...	236,789	...		...			...			...	43,313	...	43,313
Nassau	...	435,777	...		...			...			...	42,251	...	42,251
Frankfort	...	311,726	...		...			...			...	30,223	...	30,223
Total	255	33,772,373	14,522,190	24	3,630,017	24	5	174,938	7	8	3,455,080	3,455,080	1,351,890	1,351,890

(No. 12.)—ACCOUNT of the Common Receipts from Tax on Beet-root Sugar in the period from 1st September to end of December 1860.

Zollverein States.	Number of factories making sugar.	Population.	Amount of beet-root used from September 1 to December 31, 1860.		Amount of Tax paid on beet-root sugar.			Expense of Administration.			For division.	Share of each State according to population.	To pay.	To receive.
			Centners	lbs.	Ths.	sgr.	pf.	Ths.	sgr.	pf.	Ths.	Ths.	Ths.	Ths.
Prussia	213	18,107,274	15,922,052	0	3,980,513	0	0	86,980	0	3	3,893,533	2,303,904	1,589,629	
Luxembourg	...	192,196	...		...			...			...	24,453	...	24,453
Bavaria	6	4,621,279	197,286	0	49,321	15	0	1,942	6	6	47,379	587,995	...	540,616
Saxony	3	2,122,148	62,073	0	15,518	7	6	681	28	0	14,836	270,014	...	255,178
Hanover	2	1,865,042	162,665	0	40,666	7	6	803	15	0	39,863	363,871	...	324,008
Wurtemberg	6	1,690,898	333,271	0	83,317	21	7	2,808	27	5	80,509	215,144	...	134,635
Baden	1	1,334,052	316,460	0	79,114	29	9	835	1	5	78,280	169,739	...	91,459
Electoral Hesse...	...	699,745	...		...			...			...	89,034	...	89,034
Ducal Hesse	...	861,905	...		...			...			...	109,665	...	109,665
Thuringia	2	1,043,771	87,030	50	21,757	15	0	787	8	9	20,970	132,807	...	111,837
Brunswick	14	249,771	1,065,287	15	266,322	7	6	6,289	0	0	260,033	31,780	228,253	...
Oldenburg	...	236,676	...		...			...			...	46,175	...	46,175
Nassau	...	435,777	...		...			...			...	55,446	...	55,446
Frankfort	...	311,726	...		...			...			...	35,376	...	35,376
Total	247	33,772,260	18,146,124	65	4,536,531	13	10	101,127	27	4	4,435,403	4,435,403	1,817,882	1,817,882

(No. 13.)—GENERAL REVIEW of Sea-going Vessels which Arrived in and Sailed from Prussian Harbours in 1859 and 1860.

	ARRIVED.						SAILED.					
	No. of Ships.	No. of Lasts.	Laden.		With Ballast.		No. of Ships.	No. of Lasts.	Laden.		With Ballast.	
			Ships.	Lasts.	Ships.	Lasts.			Ships.	Lasts.	Ships.	Lasts.
(A.) Under foreign flags:												
In 1860	5,306	397,217	2,791	215,163	2,515	182,054	5,280	396,974	4,846	353,104	434	43,870
	...	...	43·22	46·25	60·23	53·02	...	...	50·17	48·27	37·48	39·96
In 1859	3,995	340,796	2,639	230,916	1,356	109,880	4,009	313,845	3,348	253,950	661	59,895
	...	...	40·93	45·34	50·82	48·53	...	...	44·92	46·38	37·92	37·5
1860 Increase	1,311	56,421	152	...	1,159	72,174	1,271	83,129	1,498	99,154		
	...	...	2·29	0·91	9·41	4·49	...	...	5·25	1·89	...	2·46
1860 Decrease	...	...	...	15,753	...	...	...	...	...	...	227	16,025
	...	...	...	...	...	...	...	...	...	...	0·44	
(B.) Under Prussian Flag:												
In 1860	5,328	411,358	3,667	250,055	1,661	161,303	5,537	444,363	4,813	378,452	724	65,911
	...	...	56·78	53·75	39·77	46·98	...	...	49·83	51·73	62·52	60·04
In 1859	5,121	394,965	3,809	278,422	1,312	116,543	5,188	393,456	4,106	293,622	1,082	99,834
	...	...	59·07	54·66	49·18	51·47	...	...	55·08	53·62	62·08	62·5
1860 Increase	207	16,393	..	..	349	44,760	349	50,907	707	84,830		
	...	...	...	...	...	...	...	...	...	...	0·44	
1860 Decrease	...	...	142	28,367	...	...	...	...	...	...	358	33,923
	...	...	2·29	0·91	9·41	4·49	...	...	5·25	1·89	...	2·46
Total (A) and (B)—												
In 1860	10,634	808,575	6,458	465,218	4,176	343,357	10,817	841,337	9,659	731,556	1,158	109,781
In 1859	9,116	735,761	6,448	509,338	2,668	226,423	9,197	707,301	7,454	547,572	1,743	159,729
1860 Increase	1,518	72,814	10	...	1,508	116,934	1,620	134,036	2,205	183,984		
1860 Decrease	...	...	...	44,120	...	...	...	...	...	...	585	49,948

The small figures show the share of the Prussian and foreign flags as regards the general traffic.

(No. 14.)—SUMMARY of the Wool Sold and Prices Paid at Prussian Wool-Markets in 1860.

	Sold.					Prices per Centner.			
Markets.	Extra Fine Wool.	Fine Wool.	Middle Wool.	Ordinary Wool.	Total.	Extra Fine Wool.	Fine Wool.	Middle Wool.	Ordinary Wool.
	Ctr.	Ctr.	Ctr.	Ctr.	Ctr.	Rth.	Rth.	Rth.	Rth.
1. Berlin	3,482	21,866	45,646	5,523	76,577	96 to 110	87 to 95	73 to 86	48 to 72
2. Breslau.. ..	3,000	15,000	19,000	5,000	42,000	112 125	102 110	90 98	55 88
3. Coblentz ..	84	173	461	68	786	71	62	55	43
4. Königsberg ..	..	1,300	200	..	1,500	..	85 98	78 83	
5. Landsberg ..	..	4,000	5,400	1,200	10,600	..	82 91	70 81	50 66
6. Magdeburg ..	..	434	552	45	1,031	..	66 83	58 75	42 52
7. Mühlhausen ..	..	354	311	231	896	..	70 82	60 70	55 60
8. Paderborn ..	151	230	1,429	422	2,232	90 93	82 86	65 68	46 55
9. Posen	56	5,811	7,766	95	13,728	95 100	88 95	80 86	53 58
10. Stettin	409	5,476	4,720	140	10,745	95 97	84 92½	60 83½	54 59
11. Stralsund ..	..	..	6,118	..	6,118	..	..	70 76	
12. Dusseldorf ..	..	110	130	278	518	..	63 73	53 60	43 50
13. Elbing	..	..	305	..	305	..	..	81 86	

(No. 15.)—CALCULATION with regard to the Common Transit Dues from Wine and Must, Tobacco Leaves, and Tobacco Factories, in the States forming the Zollverein, for 1860.

States.	Population.	Gross Receipts from Transit Dues.									After revision of Register and Deductions for Indemnification, Drawbacks, &c., there remain for Division.	Share of each State.	There remain	
		From Wine and Must.			From Tobacco Leaves and Factories.			Total.					To be paid.	To be received.
		Rth.	sg.	pf.	Rth.	sg.	pf.	Rth.	sg.	pf.	Rth.	Rth.	Rth.	Rth.
I. Kingdom of Prussia .	18,038,059	136,181	6	10	44,601	9	4	180,797	23	8	180,508	240,168	—	58,785
Grand Duchy of Luxembourg	192,196	147	9	0	2,385	5	0	2,532	14	0	2,533	2,599	—	26
II. Kingdom of Saxony .	2,122,148	53,955	10	6	9,602	25	0	63,558	5	6	63,543	27,870	35,673	
III. Kingdom of Hanover	1,865,042	12,480	23	5	3,204	1	0	15,684	24	5	15,750	46,417	—	30,667
IV. Electorate of Hesse .	698,802	45,629	28	0	7,674	15	6	54,266	8	0	54,112	10,304	43,818	
V. Thuringia . .	1,043,771	24,569	19	6	4,706	1	0	29,275	20	6	29,269	13,708	15,561	
VI. Duchy of Brunswick .	249,771	2,390	2	6	355	8	0	2,745	10	6	2,746	3,281	—	535
VII. Duchy of Oldenburg .	236,676	823	29	2	30	27	6	854	26	8	850	5,889	—	5,039
Total . .	24,446,465	277,155	10	11	72,560	2	4	349,715	13	3	350,196	350,196	95,052	95,052
In 1859 . .	—	267,244	0	5	90,891	27	8	358,135	28	1	358,432	358,432	104,773	104,773

(No. 16.)—PROVISIONAL Account of the Common Receipts from Transit Dues on Beer, in the States belonging to the Zollverein, in 1860 (taken from official sources).

States.	Population.	Gross Receipts.	Division according to Population.	There remain	
				To be paid.	To be received.
		Thalers.	Thalers.	Thalers.	Thalers.
1. Prussia	18,052,381	9,312	52,779	..	43,467
Luxembourg ..	192,196	146	562	..	416
2. Saxony	2,122,148	49,750	6,204	43,546	
3. Thuringia	1,043,771	3,944	3,052	892	
4. Brunswick	242,482	154	709	..	555
Total	21,652,978	63,306	63,306	44,438	44,438
In 1859	21,652,978	70,128	70,128	48,633	48,633

(No. 17.)—PROVISIONAL CALCULATION of the Common Tax on Brandy. Transit Dues in the States belonging to the Zollverein for the year 1860 on Brandy.

States.	Population.	Gross Receipts.									After reckoning Defects in Register, Deductions for Drawback, and for Brandy exported.	Division according to Treaty.	To be paid out.	To be received.
		Tax on Brandy.			Transit dues on Brandy.			Total.						
	Heads.	Rths.	sgr.	pf.	Rths.	sgr.	pf.	Rths.	sgr.	pf.	Rths.	Rths.	Rths.	Rths.
I.—Kingdom of Prussia	17,773,056	8,713,618	24	8	6,466	28	0	8,720,085	22	8	7,207,775	6,871,746	336,029	
1. Anhalt-Bernburg	56,031	32,987	24	0	...			32,978	24	0	32,979	21,664	11,315	
2. Anhalt Dessau Köthen	119,515	108,068	28	0	1	25	6	108,070	18	6	108,075	46,210	61,865	
3. Allstedt and Oldisleben	9,012	12,331	24	0	...			12,331	24	0	12,327	3,484	8,843	
4. Volkenrode	2,859	391	0	0	...			391	9	0	391	1,105	...	714
5. Schwarzburg-Sondershausen...	36,069	...			...			...			...	13,945	...	13,945
6. Schwarzburg-Rudolstadt	15,501	4,548	12	0	...			4,548	12	0	4,548	5,994	...	1,446
7. Birkenfeld	35,486	...			...			...			...	13,720	...	13,720
8. Schaumburg	35,715	3,480	25	0	42	10	6	3 523	5	6	3,524	13,809	...	10,285
Total I	18,083 244	8,875,418	21	8	6,511	4	0	8,881,929	25	8	7,369,619	6,991,677	418,052	40,110
													377,942	
II.—Kingdom of Saxony...	2,122,148	673,168	3	8	698	17	6	673,866	21	2	617,980	676,365	...	58,385
III.—Thuringian Verein...	1,043,771	82,964	16	6	396	27	0	83,361	13	6	76,559	396,116	...	319,557
Total for 1860	21,249,163	9,631,561	11	10	7,606	18	6	9,639,158	0	4	8,064,158	8,064,158	377,942	377,942
Definitive account for 1859... ...	21.494.163	8.852,841	7	11	7.161	10	10	8.860,002	18	9	7,856,600	7.856.600	433,872	433.872

(No. 18.)—*Prussian Budget for* 1861.

The Budget for the administration of the revenue was presented by the Minister of Finance to the Chambers early in January of this year 1861; and none has ever been presented before to the Chambers which so far surpassed its predecessors as the present in its demands. Since 1849 the deficit has never been so considerable as at present.

The following Table contains a list of the ordinary and extraordinary expenses, as well as of the ordinary receipts and the deficits from 1849 to 1861, including an extraordinary credit of 9,000,000 thalers granted last year.

	Expenses.			Ordinary Receipts.	Deficit.
	Ordinary.	Extraordinary.	Total.		
	Thalers.	Thalers.	Thalers.	Thalers.	Thalers.
1849	85,932,962	5,668,319	91,601,281	85,993,281	5,608,000
1850	88,401,294	4,925.213	93,326,567	88,765,349	4,561,168
1851	90,467,840	3,326.593	93,794,433	90,721,860	3,072,573
1852	93,628,261	3,282,752	96.911,013	94,277,300	2,633,713
1853	97,698,668	3,460,895	101,159,163	97,558,698	3,600,895
1854	103.068,422	4,921,647	107,990,069	103,925,069	4,065,000
1855	105,256,214	4.579,418	109,835,632	105,953,312	3,882,320
1856	110,781,024	5,555,853	116,336,877	113,064,113	3,272,764
1857	115,140,298	5,102,014	120,242,312	120,242,312	
1858	120,200,955	6,208,803	126,409,778	126,409,778	
1859	123,625,414	8,233,874	131,859,288	130,399,288	1,460,000
1860	124,874,378	5,740,877	136,342,326	130,312,755	6,029,571
Extraordinary Credit	..	5,727,071			
1861	133,164,802	9,043,742	140,208,544	132,510,615	7,697,929

Since 1849 the amount of the expenditure has increased from 91,600,000 to 140,200,000 thalers, that is, 48,600,000 thalers, or 53 per cent. The accession of the Hohenzollern States caused an addition to the expenditure of 250,000 thalers. Without taking into consideration the credit of 9,000,000 thalers for the army, the increase of the State expenditure rose in one year from 130,615,255 to 140,208,544 thalers, *i.e.*, nearly 10,000,000 thalers; whereas the increase during the preceding eleven years was on an average of 3,500,000 thalers: thus the expenditure in one year was nearly three times greater than usual.

The above Table extends over a period of the financial history of the country not wanting in difficulties, burdens, and exertions. Internal reforms and warlike preparations caused considerable outlay, while the sources of receipt were only feeble. New taxes, the increase of taxes and war expenses, succeeded each other rapidly. In 1857 and 1858 there was no deficit owing to the opposition in the Chamber to the expenses for the army.

The Table, given below, of the expenditure of the State Administration shows what were the ordinary expenditure, the expenditure for the army and navy, as well as the extraordinary expenditures for the army and navy during the period from 1850 to 1861:—

EXPENDITURE of the Administration.

	Ordinary.	Military Expenditure.		Extra-ordinary.
		Army.	Navy.	
	Thalers.	Thalers.	Thalers.	Thalers.
1850	63,738,489	25,235,585	282,448	4,925,213
1851	57,458,813	25,077,691	334,034	3,326,593
1852	60,220,169	26,886,659	411,716	3,282,752
1854	60,432,493	27,503,042	531,000	4,921,647
1855	62,032,870	28,338,604	552,292	4,579,418
1856	62,664,581	28,700,672	554,531	5,555,853
1857	63,287,044	28,951,587	593,690	5,102.014
1858	66,245,048	30,237,467	614,396	6,208,803
1859	67,651,317	30,695,877	819.510	8,233,874
1860	68,253,990	31,447,247	906,732	5,740,877
Extraordinary Credit		5,727,071		
1861	75,712,742	38,569,604	971,928	7,043,742

	Military and Naval Expenditure.		Total.	Military Expenditure.
	Army.	Navy.		
	Thalers.	Thalers.	Thalers.	Thalers.
1850	1,319.360		68,663,702	27,247,393
1851	1,070,611		60,785,406	26,148,302
1852	1,063,940		63,502,921	27,950,599
1854	1,937,405	100,000	65,354,140	30,071,447
1855	802,065	665,000	66,612,288	30,357,961
1856	799,446	750,000	68,220,434	30,804,649
1857	800,000	711,740	68,389,058	31,057,017
1858	1,390,000	711,000	72,453,851	32,952,863
1859	1,620,000	1,353,176	75,885,191	34,488,563
1860	1,190,380	1,100,000	79,721,938	40,371,430
1861	2,619,357	1,145,000	82,756,484	43,305,889

In 1861 the ordinary expenditure of the State was about 57,500,000 thalers; it is now 75,750,000 thalers. The increase, therefore, in ten years was 18,250,000 thalers, or 31¾ per cent.

The ordinary expenditure for the army rose during the same period from 25,000,000 thalers to 38,500,000 thalers, *i.e.*, 13,500,000 thalers, or 54 per cent.

The total expenditure for the administration of the State, ordinary and extraordinary, rose from 60,750,000 to 82,750,000 thalers, that is 22,000,000 thalers, or more than one-third. The expenses therein, included for the army and navy, rose from 26,142,857 to 43,300,000 thalers, that is, 17,000,000 thalers, or nearly two-thirds.

Since 1858 the total expenditure for the administration of the State has increased from 72,500,000 to 83,750,000 thalers, that is, 10,250,000 thalers. The expenditure of the army has increased from 33,000,000 to 43,300,000 thalers, that is, above 10,000,000 thalers. The expense for the Civil Department has slightly decreased. In 1851 the military expenditure consumed 43 per cent. of the expenses of the State administration; in 1858 it consumed 46·9 per cent.; and in 1861, 52·4 per cent.

As regards each separate Department, the difference of the increase and decrease between the Budgets of 1860 and 1861 is as follows, showing increase or decrease since 1860:—

	Rixthalers.	Rixthalers.
Ministry of Finance ..	87,749,892	Increase 4,274,360
„ Commerce and Public Works ..	35,246,054	„ 864,306
„ Justice ..	10,010,320	„ 71,300
„ Interior ..	694,604	Decrease 14,425
„ Agriculture ..	1,342,292	„ 67,401
„ Instruction, Ecclesiastical and Medical Affairs ..	95,987	Increase 3,365
„ War ..	369,382	„ 33,476
„ Marine ..	20,537	„ 241
„ Foreign Affairs ..	12,190	„ 780

(No. 19.)—BALANCE of the Prussian Bank on the 31st December, 1860.

Active.

			Rthrs.
Government Stocks, at real value ...			2,153,140 27 6
Landed Property ...			795,348 22 6
Bills :—			
(A.) Berlin Bills—	Rthrs.	Rthrs.	
In the Chief Bank	2,555,268 0 6		
In Branch Banks .	25,289,524 13 6		
		27,844,792 14 0	
(B.) Bills on inland places—			
In the Chief Bank	5,110,631 4 0		
In Branch Banks .	14,676,988 15 0		
		19,787,619 19 0	
(C.) Bills on foreign places		728,188 27 0	
		48,360,601 0 0	
Deduct Bills of a dubious character ...		254,040 0 0	
			48,106,561 0 0
Outstanding with the Lombards		8,918,674 6 6	
Deduct Lombard Loans covered by Bank .		25,050 0 0	
			8,893,624 0 0
Various outstandings		678,041 25 0	
Bank Notes unfit for circulation		28,564,130 0 0	
			29,242,171 25 0
Various assets ...			6,870 10 0
Cash—			
In the Chief Bank ...	50,876,409 17 0		
In Branch Banks ...	44,377,561 28 0		
		95,253,971 15 0	
Gold and Silver in bars		12,960,565 4 6	
			108,214,536 19 6
The Cash assets consist of—		Rthrs.	
Gold and Silver		76,708,000	
Bank Notes		28,758 670	
Cash, Bills, and private Bank Notes ...		1,461,000	
Acceptances		992,500	
Advances to be accounted for		294,360	
		108,214,530	
Total Active			197,412,253 21 0

Passive.

			Rthrs.
Bank Notes—		Rthrs.	
In circulation		88,069,000 0 0	
Deposited in Bank Treasury		28,758,670 0 0	
Unfit for circulation		28,564,130 0 0	
			145,391,800 0 0
Capital received in Deposit—			
Bearing interest		21,847.130 0 0	
Not bearing interest		11,248 0 0	
			21,858,378 5 6
Interest due on Deposits			263,114 11 6
Account of Bank Shares			15,000,000 0 0
Active Capital of the State			1,877,700 0 0
Account of Reserves			2,897,715 29 0
Profit Account of the State			104,476 10 0
Sums due to Royal Authorities from Balances			5,166,117 29 0
(A.) Acceptances—	Rthrs.		
In circulation	2,468,600		
In Bank Treasuries ...	992,500		
		3,461,100 0 0	
(B.) Amount reserved for Acceptances over due		25,300 0 0	
(C.) Sums due on interests		281,196 12 6	
			3,767,596 12 6
Unpaid Bills			614,137 7 0
Old Banking Account			8 13 6
Various demands			139,663 24 6
Unclaimed dividend			104,471 15 0
Overcharged interest			122,064 21 0
Dividend not paid out for 1860		104,476 10 0	
Remaining over from 1859		532 12 6	
			105,008 22 6
Total Passive			197,412,253 21 0

(No. 20.)—*Statistics relative to the Prussian State Telegraphs in* 1859.

At the beginning of 1859 the total length of telegraph lines in work in Prussia was 951·1 geographical miles, and the length of the wires on these lines was 2,382 geographical miles. In the course of the year this was increased by 28·7 miles of new lines, 328 geographical miles of wire.

The following summary shows the length of the lines and the wires which were being used on the 1st of January, 1860:—

	Length of Miles.	Length of Wire.
District of Central Berlin station ..	1·9	22·8
Berlin and Herbesthal line ..	193·7	614·6
Berlin, Frankfort, and Saarbruch ..	255·1	608·8
Berlin, Hamburgh, and Lübeck ..	45·0	175·9
Berlin-Oderberg	215·5	547·4
Berlin, Eydtkuhnen and Polangen ..	288·6	741
Total	979 8	2,710·9

There were on the 1st of January, 1860, inclusive of the central station at Berlin, 110 stations employed, that is, 17 of the first class, 47 of the second, and 46 of the third. At these stations there were, at the end of 1859, 455 apparatuses, and 8 finger telegraphs. The service was performed by 28 superior officers, 73 telegraph clerks, 203 upper telegraphists, 176 telegraphists, and 82 messengers. The total amount of despatches received and sent at the separate stations (exclusive of the transit correspondence), was in 1859, 711,656, or 40 per cent. higher than in 1858, which was 507,060. The increase in the correspondence was comparatively most considerable at the middling and small stations. Of the total number of despatches delivered, 158,493 fell to the central station at Berlin, or 23 per cent. Nine other stations (Hamburgh, Stettin, Breslau, Frankfort-on-the-Maine, Cologne, Königsberg, Leipsic, Magdeburg, Dantzic) forwarded more than 10.000 despatches, and represented, altogether, more than 42 per cent. of the whole correspondence. More than 5,000 despatches were forwarded from the other 15 stations. More than 78 per cent. fell to the 25 most used stations. In reckoning the number of despatches received and sent, it is found that there were 361,659 of the former, and 349,997 of the latter. In 1859, 11,662 despatches more were received than sent. According to their contents, the despatches delivered were classed under the following heads:—

		Per-centage of Total.
1. Internal State despatches	14,040 ..	4·01
2. Foreign State despatches	2,799 ..	0·80
3. Railway traffic	1,217 ..	0·35
4. Railway Service Department	11,978 ..	3·42
5. Private despatches—		
a. Exchange news	70,227 ..	20·07
b. Commercial	163,320 ..	46·66
c. Newspaper news	15,871 ..	4·53
d. Family affairs	70,545 ..	20·16
Total	349,997	100

As compared to 1858 there is an increase in the number of despatches delivered to the following extent:—

		Per cent.
Despatches with exchange news	33,674 ..	92
Trade and business despatches	40,934 ..	33
Newspapers	6,262 ..	65
Family news	12,541 ..	22
Total of despatches delivered ..	102,795 ..	42

The comparative largest increase was in the exchange, and then in the newspaper correspondence; the largest absolute increase was in the trade and business correspondence.

The words of the messages of private correspondence were in the following proportion in 1859:—

	Private despatches.
1 to 20 words	264,701
21 to 30 words	42,732
31 to 40 words	9,790
41 to 50 words	3,479
Over 50 words	3,472
Total	324,174

The total number of despatches received, delivered, and in transit in 1859 was 762,223; in this calculation the home despatches are reckoned twice, once received and once delivered: the real number of despatches sent may be taken at 50,000, which produced about 790,565 Prussian dollars. The following Table shows the development during the last five years:—

	1855.	1856.	1857.	1858.	1859.
Number of Stations at end of the year ..	66	91	98	109	110
Length of miles of lines..	612·4	719·6	794·2	951·1	979·8
Do. do. wires	1,378·4	1,701·2	1,980·3	2,382·0	2,710·9
Number of despatches—					
Delivered	152,820	221,411	241,545	247,202	349,997
Received	156,494	224,496	252,407	259,859	361,659
In transit	14,115	27,494	36,425	42,629	50,567
Total	323,429	473,401	530,377	549,690	762,223
Total Receipts Dollars	408,328	566,422	716,286	710,010	790,565

(No. 21.)—Survey of the Intercourse in Letters, Parcels, and Transfer of Money, in the Prussian Post Office Department from 1842 to 1860; taken from official sources.

Year.	Number of objects sent by Letter-Post.	Number of Parcels, value not declared.	Weight of Parcels whose value was not declared.	Number of Letters and Parcels, value declared.	Number of Letters pre-paid.	Number of things sent with Money Orders.	Value of Letters and Parcels, with the value declared.	Value or Amount of Ready Money paid.	Amount of Money advanced by Post.
			lbs.				Rthrs.	Rthrs.	Rthrs.
1842	34,859,342	2,833,598	24,688,302	2,055,271	...	...	461,281,232	...	...
1843	36,906,434	3,038,677	25,975,045	2,160,327	...	...	403,333,795	...	..
1844	38,939,048	3,201,666	27,392,479	2,241,573	...	..	319,754,978	...	...
1845	43,391,305	3,270,874	27,599,609	2,337,589	...	...	347,610,648	...	...
1846	48,217,786	3,684,855	28,402,078	2,588,843	...	...	501,776,659	...	...
1847	49,276,618	3,759,387	27,804,006	2,614,772	...	...	394,702.546	...	...
1848	51,891,520	4,172,049	28,852,594	3,166,445	...	...	491,866,092	...	...
1849*	53,051,776								
1850	60,652,012	7,143,192	74,608,508	4,445,650	80,835	496,392	680,006,686	235,195	...
1851	62,430,846	6,874,302	50,427,988	4,820,374	80,366	542,334	626,260,401	310,000	...
1852	69,533,178	7,787,182	59,643,278	5,048,446	96,980	586,236	747,610,677	350,000	...
1853	77,536,394	8,600,254	66,871,675	5,648,864	121,628	601,848	810,386,577	355,000	...
1854	90,247,573	9,067,058	70,501,389	6,379,711	238,875	647,842	1,063,756,451	612,304	613,126
1855	98,210,281	10,152,974	82,484,636	6,595,511	470,535	830,453	1,019,532,904	2,335,333	1,558,908
1856	110,485,271	10,804,495	89,996,465	6,571,786	759,821	872,846	1,110,221,905	4,042,606	1,580,906
1857	115,140,294	11,543,688	95,611,841	6,936,306	918,482	974,688	1,219,022,337	4,996,969	1,818,271
1858	124,450,346	12,464,686	105,389,284	7,493,122	1,239,364	963,586	1,394,213,288	6,532,858	1,855,789
1859	129,905,646	12,798,279	105,074,892	8,039,096	1,366,940	1,018,173	1,337,248,770	7,036,616	2,128,243
1860	135,377,086	13,765,336	112,361.028	8,326,981	1,444,407	1,035,905	1,183,576,030	7,316,930	2,046,109

* No Statistical Returns were made in 1849, in consequence of a new arrangement made in the Post Office.

According to official reports there were 103,309 letters returned to the Commission charged with the opening of letters, during the last half-year, for the purpose of discovering the sender of the letters, because the person addressed was not to be found.

From Prussian Post Offices	44,957 letters	51·64 per cent.
From foreign Post Offices	8,395 „	
The persons addressed refusing to receive the letters	34,558 „	33·45 „
Letters not claimed, addressed "Poste Restante"	3,431 „	3·32 „
From other persons	11,968 „	11·59 „
	103,309 „	100·00 „

During the same period there were destroyed by the Commission charged with opening letters, 21,496.

Anonymous letters	6,698 letters	31·16 per cent.
Because the sender could not be described	2,181 „	10·15 „
Because the sender could not be discovered	12,066 „	56·13 „
For other reasons	551 „	2·56 „
	21,496 „	100·00 „

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(No. 22.)—EMIGRATION from Prussia in 1860.

	No. of Persons permitted to Emigrate.				Emigrants who have left Europe.	With Assistance from Agents, &c.	Without Assistance from Agents, &c.
	Under 14 Years.		Over 14 Years.				
	Male.	Female.	Male.	Female.			
Königsberg	3	7	41	3	19	..	19
	3	*5*	*32*	*9*	*1*	..	*1*
Gumbinnen	2	1	15	6	4	..	4
	3	..	*10*	*6*	..	..	
Dantzic	16	13	42	19	49	31	18
	91	*65*	*116*	*87*	*315*	*268*	*47*
Marienwerder	53	48	77	59	213	169	44
	11	*18*	*43*	*32*	*68*	*22*	*46*
Posen	39	31	171	99	218	131	87
	20	*23*	*131*	*74*	*191*	*134*	*57*
Bromberg	26	14	77	45	131	59	72
	19	*15*	*65*	*20*	*87*	*22*	*65*
Stettin	79	70	146	87	314	286	28
	118	*121*	*192*	*161*	*554*	*347*	*207*
Köslin	64	51	120	88	317	..	317
	349	*294*	*416*	*378*	*742*	..	*742*
Stralsund	27	23	96	50	122	51	71
	37	*28*	*83*	*47*	*154*	*29*	*125*
Breslau	48	33	165	56	180	67	113
	42	*28*	*116*	*50*	*150*	*103*	*47*
Liegnitz	55	37	254	88	166	57	109
	48	*62*	*191*	*104*	*160*	*110*	*50*
Oppeln	33	29	151	55	130	66	64
	29	*36*	*105*	*43*	*69*	..	*69*
Berlin Town	16	16	100	26	21	..	21
	6	*7*	*72*	*23*	*17*	*5*	*12*
Potsdam	105	95	244	150	493	72	421
	41	*33*	*110*	*61*	*169*	*18*	*151*
Frankfort	57	61	162	98	300	89	211
	78	*83*	*221*	*132*	*437*	*234*	*203*
Magdeburg	79	42	218	105	226	51	175
	57	*35*	*201*	*83*	*223*	*91*	*132*
Merseburg	154	138	475	225	243	15	228
	117	*116*	*365*	*181*	*93*	*8*	*85*
Erfurt	70	49	208	95	226	112	114
	69	*59*	*191*	*108*	*227*	*152*	*75*
Munster	113	85	284	192	649	267	382
	67	*47*	*271*	*154*	*448*	*105*	*343*
Minden	166	135	719	343	1,219	729	490
	120	*128*	*499*	*234*	*810*	*570*	*240*
Arnsberg	32	23	91	33	121	13	108
	26	*20*	*95*	*38*	*143*	*6*	*137*
Coblentz	55	47	259	103	332	214	118
	72	*65*	*242*	*133*	*337*	*264*	*73*
Dusseldorf..	109	101	349	160	471	210	261
	59	*57*	*240*	*95*	*219*	*141*	*78*
Cologne	21	17	88	31	77	57	20
	4	*3*	*63*	*13*	*37*	*19*	*18*
Treves	73	72	246	115	299	34	265
	72	*55*	*175*	*96*	*188*	*71*	*117*
Aix-la-Chapelle	50	31	172	46	25	4	21
	34	*21*	*124*	*35*	*14*	..	*14*
Hohenzollern States	35	20	94	30	43	12	31
	9	*7*	*65*	*18*	*32*	*4*	*28*
1860	1,580	1,289	5,164	2,407	6,708	2,896	3,812
	10,440						
1859	*1,601*	*1,431*	*4,434*	*2,415*	*5,885*	*2,723*	*3,162*
	9,881						
1860 Increase ..	..	..	730	..	823	173	650
1860 Decrease ..	21	142	..	8			
	559						

The *italic* figures show the emigration in 1859.

(No. 23.)—*Application of Steam-Power in Prussia.*

As nearly every branch of trade is more or less affected by the application of steam, it may be of interest to observe the progress it has made in Prussia. The first steam-engine was erected in Prussia in 1788, for raising water at Tarnowitz out of the mines, and it was some time before this example was followed; but in 1822 a steam-engine was erected for the use of the Royal China Manufactory at Berlin. From that period, and particularly from 1830, the number of steam-engines has increased considerably.

The first official account of them was taken in 1837, and the following was the result:—

	Steam-engines.	Horse-power.		Steam-engines.	Horse-power.
1837 ..	423	7,513	1846 ..	1,491	14,129
1840 ..	634	12,278	1849 ..	1,964	67,149
1843 ..	1,090	27,240	1852 ..	2,832	92,462

So that from the period from 1837 to 1852 the number of steam-engines may be multiplied by 6½, and the horse-power by 12.

With regard to the manner in which these machines have been used, the Statistical Tables are divided into seven classes, and taking the period of fifteen years the following results appear:—

	Steam-engines.		Horse-power.	
	1837.	1852.	1837.	1,852
No. 1. Spinning, weaving, fulling ..	136	365	1,683	5,632
No. 2. Factories of machines and metals of all sorts	62	405	1,281	8,415
No. 3. Mills of all sorts	31	296	415	3,445
No. 4. Mining purposes	120	422	3,344	19,662
No. 5. Navigation	4	102	158	9,232
No. 6. Railways	..	607	..	40,194
No. 7. All other purposes	70	635	632	5,881
Total	423	2,832	7,513	92,462

In the annexed inclosure will be found, not only an account of the number of boilers employed in each Regency in Prussia, but also a list of boilers not connected with machinery; and on examination it will be found that in 1859 there were altogether 11,201 boilers in Prussia, of which 8,878 were worked in connection with machinery, and 2,323 without.

With the exception of 123, all these boilers were employed. The majority, that is, 9,799, were fixtures, and most of them (7,110) were employed in industrial works, while the others (1,498) were employed for mines, 1,163 for forges, and 28 for salt-works.

The class of industrial institutions in which steam-boilers are most used, is distilleries, sugar-refineries, spinning and weaving, grinding and oil-mills, workshops for machinery and for boilers, dyeing and printing, paper factories, saw-mills, and pumping works.

Of the total 1,402 moveable steam-boilers, 1,264 were engines, 117 in steamboats, and 21 small moveable engines.

From the foregoing statements there will be little difficulty in perceiving what progress must have been made in the application of steam in Prussia since 1852; for while at that time only 2,832 steam-engines existed, in 1859 there were no less than 8,878; and the following Table will show in some degree how these engines were employed with regard to some branches of trade:—

	No. of Steam-engines.			No. of Steam-engines.	
	1852.	1859.		1852.	1859.
Spinning by machinery	253		Mining	422	1,898
Weaving	61	828	Navigation	102	117
Fulling	46	50	Making metals of all sorts ..	251	1,339
Machine factories	154	352	Railways	607	1,264
Corn mills	172	555*	Other purposes not specially named.	635	2,624
Cutting mills	50	193			
Various mills	74	58†	Total	2,832	8,878

* Inclusive of oil mills. † Exclusive of oil mills.

In looking at the relation which the different Provinces bear to each other with regard to steam-engines, the following results appear, as far as regards the years—

	1849.	1852.	1859.		1849.	1852.	1859.
Rhenish provinces ..	658	848	2,153	Pomerania	95	171	298
Brandenburg	360	558	1,190	Prussia	63	94	378
Saxony	326	484	1,650	Posen	7	14	201
Silesia	278	393	1,352				
Westphalia	177	270	1,656	In the whole kingdom..	1,964	2,832	8,878

From the foregoing, it will be seen, as in 1849 so in 1852, the largest number of engines was in the Rhenish Provinces, the smallest in Posen, while the other Provinces in the same period have varied.

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List of Steam-Boilers in Prussia, in 1859, and of the Industrial Purposes of the same.

	Konigsberg.	Gumbinnen.	Dantzic.	Marienwerder.	Stettin.	Köslin.	Stralsund.	Breslau (mines).	Breslau.	Liegnitz.	Oppeln.	Posen.	Bromberg.	Berlin and Charlottenburg.	Potsdam.	Frankfort.	Rüdersdorf.	Halle.	Magdeburg.	Merseburg.	Erfurt.	Dortmund.	Munster.	Minden.	Arnsberg.	Bonn.	Cologne.	Dusseldorf.	Coblentz.	Aix-la-Chapelle.	Trêves.	Hohenzollern.	Total.
Number of Industrial Establishments ...	160	444	122	130	195	126	45	123	392	270	232	207	97	270	428	451	24	127	436	325	57	117	114	65	201	223	121	517	41	216	38	8	6,322
FIXED BOILERS.																																	
1. Iron-foundries (cast)	6	...	...	...	...	2	1	...	2	1	3	1	3	5	1	1	...	...	...	5	2	...	1	1	31	...	4	11	...	5	1	...	87
2. Machine factories	...	1	6	3	17	1	2	1	22	7	8	2	...	78	20	12	...	1	27	6	3	1	2	6	33	1	19	37	5	30	1	...	352
3. Factories of silver and new silver ...	...	...	...	...	...	...	...	...	...	1	...	...	...	8	...	...	...	...	...	...	...	...	...	...	2	...	...	1	...	...	...	...	12
4. Muskets	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	5
5. Copper-foundries	...	...	1	...	1	...	1	...	...	...	...	...	...	5	...	2	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	13
6. Iron foundries	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	1	...	...	3	2	...	...	...	1	21	...	2	9	2	12	2	...	58
7. Carding	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4	...	8	...	...	12
8. Saw-mills	8	5	7	9	5	...	...	...	8	8	5	4	7	18	18	26	...	...	6	8	2	...	2	2	3	...	14	17	7	1	2	1	193
9. Polishing	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6	...	...	15	...	...	...	...	21
10. Colour and varnish	...	...	...	...	...	...	...	...	3	...	...	...	...	9	...	...	...	...	3	1	...	...	1	...	...	...	3	10	...	...	...	...	30
11. Gutta percha	...	...	...	...	...	...	...	...	...	...	...	...	...	17	5	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	23
12. Flax	...	...	...	...	...	...	...	...	4	...	...	...	...	11 ...	...	...	...	...	...	...	...	...	1 ...	1	...	...	...	1	...	...	...	...	12 6
13. Bleaching	...	...	...	...	...	...	...	...	1 11	9	...	...	...	...	...	...	...	...	...	...	2	...	1	5	...	...	...	5	...	...	...	...	1 33
14. Spinning and weaving	...	1	...	...	...	1	...	...	49	3 56	2	1	...	18	69	90	...	...	46	38	10	...	28	18	17	...	42	1 198	...	145	7	5	4 841
15. Wadding	...	...	...	...	...	...	...	...	2 ...	3 ...	...	...	...	1 1	1 ...	...	...	...	...	...	2 ...	...	...	1 1	...	...	3	3 4	...	...	...	...	13 9
16. Fulling-mills	1	...	...	...	...	...	...	...	4	...	...	...	1	9	2	11	...	...	3	...	...	...	2	...	...	...	...	27	...	5	...	...	65
17. Dyeing and printing	...	...	1	...	...	...	...	...	21	3	1	...	...	1 55	7	1	...	...	3	3	1	...	10	...	14	...	6	9 133	...	5 ...	...	...	15 259
18. Paper	1	5	2	...	2	1	...	...	1 14	22	...	...	...	2 5	8	7	...	...	13	14	3	...	3 2	...	45	...	11	45 16	1	31	8	...	51 211
19. Book-printing	...	...	...	...	...	...	...	...	3	9 ...	...	1	...	12	1 ...	2 ...	...	...	1 1	1 1	...	...	...	...	13 1	...	3	2 3	1 ...	1	3 1	...	33 27
20. Felt-roofing	...	...	...	...	...	...	...	...	1	1	...	...	...	6	2	2	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	14
21. Stamping	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
22. Bricks	...	...	...	...	...	...	...	...	2	...	...	...	...	1	5	...	...	...	1	3	...	1	...	2	...	...	1	9	1	1	2	...	29
23. Cement	...	...	...	...	6	...	...	...	...	...	6	...	...	2	1	...	...	...	...	3	...	...	...	5	1	...	...	...	...	...	...	...	24
24. China and earthenware	...	...	...	...	...	...	...	...	3	2	1	...	...	7	...	1	...	...	3	...	...	...	...	...	...	...	1	...	...	...	6	...	24
25. Glass	...	...	...	...	...	...	...	...	...	...	1	...	...	2	1	...	...	...	...	...	...	...	...	...	3	...	...	...	...	13	1	...	21
26. Chocolate	...	...	...	...	...	...	...	...	1	...	...	...	...	3	1	1	...	...	2	1	...	...	...	...	...	...	...	2	...	...	...	...	11
27. Acorns	...	...	1	...	...	...	...	...	5	...	...	1	...	4	...	1	...	...	17	2	2	...	...	...	...	...	...	...	1	...	...	...	34
28. Soap and candles	1	...	...	...	2	...	...	...	1 ...	...	...	...	...	[illegible]	1	...	...	...	...	...	1 2	...	3	4	3	...	3	9	1	1	2	...	2 37
29. Gas	2	...	1	1	4	...	3	...	2	4	1	2	...	8	2	4	...	...	5	3	2 2	...	...	1 ...	2 5	...	1 2	1 4	...	1 1	1 ...	...	9 56
30. Coke	...	...	...	...	...	...	...	...	7	...	5	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15	...	30
31. Pumping and draining	1	...	27	2	...	...	...	...	4	...	3	...	...	4	39	...	...	...	12	7	...	...	1	...	...	...	7	6	2	2	...	...	117
32. Baking	...	...	...	...	...	...	...	...	2	...	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
33. Flour and oil-mills	24	12	18	13	27	6	7	...	33	21	24	11	6	2 14	39	31	...	...	32	17	2	...	31	21	52	...	22	81	5	12	3	...	2 564
34. Earth and clay	1 2	...	...	2 ...	1	2 ...	2	...	...	1 ...	1	...	14	1 4	1	1 ...	...	...	2	1	...	...	...	...	...	...	...	1	...	1 ...	...	...	9 29
	46 1	24	65	28 2	65	11 2	16	1	201 5	135 16	61	23	31	308 18	226 2	191 3	...	1	182 1	115 1	35 3	2	85 4	69 2	237 15	1	143 1	603 61	25 1	268 7	51 4	6	3,255 151

The small printed numbers below the line denote the number of boilers not connected with machinery. The locomotives are divided according to the number of miles of railway in each Regency.

List of Boilers in Prussia, and not connected with Machinery.

	Königsberg.	Gumbinnen.	Dantzic.	Marienwerder.	Stettin.	Köslin.	Stralsund.	Breslau (mines).	Breslau.	Liegnitz.	Oppeln.	Posen.	Bromberg.	Town of Berlin and Charlottenburg.	Potsdam.	Frankfort.	Rüdersdorf.	Halle.	Magdeburg.	Merseburg.	Erfurt.	Dortmund.	Munster.	Minden.	Arnsberg.	Bonn.	Cologne.	Dusseldorf.	Coblentz.	Aix-la-Chapelle.	Trèves.	Hohenzollern.	Total.
	46	24	65	28	65	11	16	1	201	135	61	23	31	308	226	191	...	1	182	115	35	2	85	69	237	1	143	603	25	268	51	6	3,255
	1			2		2			5	16				18	2	3			1	1	3		4	2	15		1	61	1	7	4		151
FIXED BOILERS.																																	
How employed—																																	
1. Grinding and burning bones	2	...	...	...	...	...	...	...	5	...	2	2	6	3	1	...	...	...	...	2	...	...	...	1	...	...	...	...	...	...	...	...	24
												1		1	1																		3
2. Chemical	...	...	1	...	11	...	...	...	2	1	1	...	...	13	2	...	...	1	9	4	...	...	...	6	10	2	4	16	1	1	...	...	85
					2					1				2				1						4		2		2		1			15
3. Tobacco and cigars	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	2	...	2	...	...	...	...	...	...	4	1	...	1	...	13
4. Fringe-making	...	...	...	...	...	...	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
5. Tan-mills	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	...	2	...	...	1	...	...	3	...	8
6. Sugar-refining	14	1	...	...	36	1	5	...	108	20	3	2	...	14	13	15	...	...	413	229	...	...	...	7	...	...	20	14	1	2	...	...	918
	6								1										1								1		1	2			12
7. Distilling	80	421	31	100	102	110	12	...	171	104	137	173	54	14	178	246	...	...	204	165	13	...	31	3	9	...	4	18	1	5	...	1	2,387
	68	421	30	59	102	83	11		158	90	131	149	52	10	173	174			85	114	10		29	1	8		4	9		5		1	1,977
8. Brewing	1	...	4	...	2	...	...	...	5	2	...	2	2	8	8	2	...	...	4	...	1	...	1	...	2	...	1	3	3	...	...	1	52
															2	1													3				6
9. Starch factory	...	...	...	...	...	1	...	...	6	10	1	...	...	...	1	9	...	...	3	4	2	...	1	...	...	...	1	6	4	...	...	...	49
																2					1												3
10. Leather	...	...	...	...	...	...	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	4
11. Glue	...	...	...	...	...	...	...	...	3	...	...	...	...	2	...	...	...	...	...	3	...	...	...	...	...	...	1	...	1	2	...	...	12
																														2			2
12. Manure factory	1	...	...	...	...	...	...	...	1	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
13. Wash-houses and Baths	1	1	...	...	...	...	...	...	6	6	4	3	...	29	5	2	...	...	1	6	2	...	1	3	...	...	1	3	2	1	...	...	77
	1	1							3	3	2	3		14	3						2		1	1			1	2	2				39
14. Boiling and cooking	1	...	...	...	...	...	3	...	26	8	1	...	...	...	17	...	...	...	3	18	...	...	...	...	...	...	...	9	...	4	...	...	90
	1						3		26	8	1				17				3	18								9		4			90
15. Various	1	...	2	...	1	3	1	...	15	8	3	3	...	12	13	1	...	...	12	6	2	...	...	6	6	...	11	10	1	5	4	...	126
	1								2		1			2	6	1			2	1				1	1			2					20
16. Mining	...	...	...	...	2	...	1	218	3	7	3	...	...	1	...	...	30	237	2	11	...	624	...	...	...	356	...	2	1	...	...	...	1,498
17. Iron and steel	5	...	...	...	...	...	2	30	14	12	136	...	...	1	21	...	1	4	3	...	3	437	...	...	20	350	...	37	10	...	12	3	1,101
18. Zinc	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	6	...	...	...	9	...	6	...	...	...	...	22
19. Lead	...	...	...	...	...	...	...	1	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19	...	...	...	...	...	...	21
20. Copper	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3	4	1	...	...	...	...	...	...	...	...	...	...	...	...	8
21. Alum	...	...	...	...	...	...	...	...	...	3	...	...	...	...	1	...	...	3	...	...	...	...	...	...	1	3	...	...	...	...	...	...	11
										1								1								3							5
22. Salt works	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21	...	1	...	...	...	...	...	6	...	...	...	...	...	...	28
MOVEABLE BOILERS.																																	
23. Steam-boats	30	2	22	...	41	...	10	...	...	...	...	...	2	...	...	1	...	...	7	...	...	...	...	2	...	...	...	...	...	...	...	...	117
24. Locomotives	29	...	36	19	32	27	...	...	88	90	134	50	51	...	122	93	...	...	89	58	2	...	47	39	64	...	35	95	17	25	22	...	1,264
25. Agricultural purposes	...	...	...	...	1	1	3	...	1	...	2	...	1	...	4	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	15
26. Industrial purposes	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	3	...	...	...	...	...	...	6
Total	212	449	161	147	293	154	54	250	655	406	490	259	147	417	613	561	31	271	940	623	62	1,069	167	136	351	749	221	827	68	313	94	11	11,201
	78	422	30	61	104	85	14		195	119	135	153	52	47	204	181		2	92	134	18		34	9	24	5	7	85	7	21	4	1	2,323
Not employed in 1859	9	22	...	...	1	...	2	...	...	10	2	4	...	13	...	...	...	...	24	18	4	4	...	...	...	3	...	...	...	...	5	2	123

(No. 24.)—TABLE explanatory of the Weights and Measures used in the preceding Report.

56½ Prussian scheffels = 1 Prussian last.
1 last = 10½ Prussian quarters of wheat or grain.
About 5⅓ scheffels = 1 quarter or 8 bushels.
1 centner = 100 Prussian Zollverein lbs.
1 Zollverein centner = 110·23164 British avoirdupois lbs.
The difference between 1 Zollverein centner and a British cwt. is about 1½ per cent.
1 ton = 20 cwts. British.
A Prussian ohm contains 120 Prussian quarts.
Dutch salted herrings are usually packed in achtels (8th or 16th barrels).
1 achtel Tonne measure is one-eighth of a cask.
The Prussian thaler may be estimated generally at 3*s*.

Denmark (Iceland, Greenland, &c.)

Report by Mr. Manley, Her Majesty's Secretary of Legation.

Copenhagen, July 1, 1861.

I PROPOSE in my present Report to give some account of the productions, material resources, and trade, &c., of the Danish possessions in the North, viz., Iceland, Greenland, and the Faroe Islands.

ICELAND.

The population of Iceland, which in the twelfth and thirteenth centuries amounted to upwards of 100,000, numbers at this present time about 70,000 only; it has, however, gradually increased again since the beginning of the century. In 1801, it was 47,207; the 2nd of November, 1840, 57,094; the 2nd of November, 1845, 58,558, of which latter number 22,238 in the bailiwicks of the North and East, 21,364 in those of the South, and 14,956 in the bailiwicks of the West. Of these, 45,950 individuals belonged to the agricultural class; 3,773 gained their livelihood by fishing; 588 to the commercial class; and 435 to that of industry.

The area of the island is about 1,800 square miles. It is divided into three departments or bailiwicks, viz., Sonder-Amtel, Vester-Amtel, and Norder and Oster-Amtel. The capital is Reikiavik, containing a population of about 50,000 souls. The other principal towns are Stappen and Madruvel. The coast presents innumerable capes and narrow gulfs; of the former, the principal are: North Cape, on the north-west coast; Cape Langoness, on the north-east; Hekla Reikianess and Ouvardness, on the west. The principal gulfs are, the Skager fiord and the Hval fiord, on the north; the Isa fiord, the Arnar fiord, the Tseyde fiord, and the Sona fiord, on the west.

A vast chain of barren mountains, rising to the height of 6,000 feet, covers nearly the entire surface of the island; of these, ten are volcanoes, the principal of which is Mount Hecla. The constant eruptions that have taken place have totally changed the appearance of the surface.

Springs of boiling water, mixed with mud and stones, are found in several places; the principal of these are the Great Geyser and the Strok. The chief rivers are, the Laxaa, the Thiorsa, and the Skaptaa; there are also a vast number of lakes.

Iceland has an abundance of harbours and places of anchorage; the principal are, on the west coast, Fara fiord (on the banks of which is situated the capital, Reikiavig), Brude fiord, and Ise fiord; on the north, Hrina floi, Skager fiord, and Of fiord; on the east, Vapna fiord, Reyda fiord, and Bern fiord.

The chief source of revenue of Iceland is sheep-breeding and fishing. Of sheep and lambs, there were in 1845 about 700,000; at the same time, of oxen and cows, about 25,000, and 32,000 horses. The breeding of sheep is the greatest in the north; they produce in general a great quantity of wool. The oxen and cows are principally without horns. The Iceland ponies are very good, though in general small.

In some parts pasture, during the summer, is much more fertile than would be supposed from the general aspect of the country; this, in a great measure, is produced by the hot volcanic soil, which throws out in many places warm rushing springs. Little or no grain is produced, and fruit-trees do not in general succeed. Potatoes and other vegetables, chiefly cabbages, are much cultivated. A kind of moss, known by the name of Iceland moss, is much used in some parts as food.

The mountains contain sulphur, iron, copper, lead, porphyry, agates, &c. A great quantity of porcelain-clay is also produced. Formerly much profit was derived from the sulphur-mines, but for some years they have not been worked; but recently, however, I understand some English gentlemen have obtained permission from the Danish Government to work the mines in the south part of the island.

The meadows furnish peat, and a kind of carbonized fossil wood. There are no trees in Iceland, only bushes in some places, which do not attain more than a few feet in height.

The principal fish caught on the coast of Iceland are cod and dog-fish. The larger kind of cod-fish, which weighs from 12 to 40 lbs., approaches the west coast in great numbers in the middle of winter, and in still greater numbers in March and April. The most productive time for fishing is from the beginning of February to the 12th of May. From the middle of May till the middle of August, cod-fish are caught by French, Danish, Irish, and Belgian fishing-boats on the exterior banks which surround the island to a considerable distance. I must here remark that foreign fishing-boats are not permitted to fish within a certain distance; I believe, about fourteen or fifteen English miles from the coast. Of foreign fishing-vessels, the French are the most numerous, amounting in general to about 300. There are always at least two French men-of-war on the station to protect their fisheries and act as police. Of English, or rather Irish fishing-vessels, there are about 100. The rivers produce an immense quantity of salmon, sea-trout, and other fish; of these, a great number are dried, and exported to Denmark and other countries. Some increase in the exports of dried and cured salmon has taken place of late years in consequence of some Scotch firms, Messrs. Ritchie, and others, having formed large establishments in Iceland for the curing and preserving of fish.

Of wild beasts there are reindeer (introduced some years ago into the island, and said to have multiplied considerably) and foxes.

Of birds, eiderdown ducks, wild swans, and other kinds of water-fowl and ptarmigans, &c.

Trade.

The Icelandic trade, which up to the year 1774 was let by the Danish Government to different Commercial Companies, was in that year redeemed by King Christian VII for the sum of 300,000 rix-dollars, and carried on for his own account till 1788, when a so-called free trade was introduced into Iceland; this was, however, limited to the Danish European States, foreign vessels being subject to heavy dues, almost amounting to prohibition.

By the Law of the 15th April, 1854, these dues were repealed, and the foreign trade with Iceland placed nearly on the same footing as the Danish Monarchy; the only duty to which all vessels, whether foreign or native (with a few exceptions, viz., those countries in which reciprocity is not shown to Danish vessels), are now subject being 2 rix-dollars (about 4*s.* 6*d.*) per commercial last (2 English tons) on every vessel entering Icelandic ports whether in ballast or cargo, and on whatever description of cargo. By this law also foreign vessels over 30 tons burden are permitted to participate in the coasting trade, and in the trade between Iceland and the other portions of the Danish Monarchy.

The chief articles of export are fish, salted and dried, wool, train oil, tallow, eiderdown and swans' quills;

Of import—rye, meal, cakes, and biscuits, coffee, sugar, brandy, and other spirits.

The principal foreign countries that take part in the Icelandic trade are England, Norway, Hamburgh, and Spain.

I have the honour to annex an extract from the last official Returns of the

Icelandic trade with Denmark and foreign countries in the years 1849 and 1855. Since the latter year no Returns have been published.

By this Table it would appear that the chief articles of export to England are fish, wool, and train oil; and the imports from England salt and coal.

A great quantity of salted and dried fish is exported to Spain. The trade is carried on principally with Danish vessels.

The annual average value of the Icelandic export trade before the introduction of free trade with foreign countries was estimated as follows:—

	Rixdollars.		Rixdollars.
Fish	400,000	Oil and fat	150,000
Wool	230,000	Salt meat	50,000
Woollen goods	70,000	Skins	20,000
Tallow	130,000		

The official value of goods exported from Denmark into Iceland in 1849 is estimated at 437,470 rix-dollars; and the official value of the exports from Iceland into Denmark in the year at 699,913 rix-dollars. In 1850 at 479,691 rix-dollars and 775,461 rix-dollars. In 1851, 467,775 rix-dollars and 851,603 rix-dollars.

No return of the trade having been published since 1855, in April of which year the Law of 15th April, 1854, came into force, I am not able to state the exact influence that the introduction of the principle of free trade has had upon the commerce, though I believe a decided increase has taken place.

Manufactures.

The Icelanders possess great industrial and mechanical skill, and manufacture not only the greater part of their own clothing, but, as it appears by the annexed Returns, even export a certain amount of woollen goods, such as stockings, jackets, &c., to Denmark.

GREENLAND.

Greenland is divided into two portions or inspectorates, the Northern ("Egedesminde") and Southern Inspectorate ("Julianahaal").

This country has from time immemorial been inhabited by the Esquimaux race.

The population, according to the census of the 1st October, 1855, amounted to 9,644 natives, and 248 Europeans, principally Danish. Of these 3,516 in the Northern Inspectorate, of which 3,388 natives, and about 128 Danes; and about 6,128 natives, and 120 Europeans, in the Southern Inspectorate.

The inhabitants of Greenland, till the foundation of the Danish commercial establishment about 100 years ago, had no regular commercial intercourse with Europe, but provided themselves with their own necessaries. The late trade maintained with the Danes has not worked so great a change in their material condition as might have been expected. Their principal food is still, and will, probably, always continue to be flesh, and their clothes hides. The greater facility with which they have, by trade, been enabled to procure timber has in some cases been the means of increasing the number of dwellings, but has not otherwise in the least changed their mode of construction. One article alone, fire-arms, can be said to have had any material influence, viz., with regard to the chase, and consequently upon their economy.

With respect to clothing, it is true that woollen and cotton wares are pretty generally used; and European articles of food of a farinaceous description, bread, groats, also coffee, sugar, tobacco, are consumed to a certain extent: none of these, however, can be said to have become an article of necessity with them, but are rather considered as luxuries.

The Greenlanders have no other means of procuring the necessaries of life than are afforded them by fishing and the chase. The necessary implements for these are so simple, that each producer generally makes his own: it is only here and there that a few old and infirm people are to be found who build canoes, &c., for other people. The same is the case with regard to their dwellings, and the preparation of skins for clothing, the latter of which are usually prepared by the women of each family.

NORTH GREENLAND.

The whole of North Greenland extends from about 68° to 73° north latitude. The climate is consequently various; in many parts it depends a great deal on the winds from Baffin's Bay and Davis' Straits; this is so much the case that sometimes during the most severe winters the temperature will vary in a short space of time from 30° Reaumur of cold to several degrees of heat: this change is generally produced by the south-east wind, which has always a great influence on the temperature in North Greenland. In comparison with Denmark it is calculated that the coldest months in this country, viz., January and February, answer to the month of May in Omenak, which is about the centre of North Greenland; that the warmest month in Omenak answers to April in Denmark; and that the coldest half of the year in Denmark, viz, from November to April, is 2° Reaumur warmer than the warmest half of the year, viz., from May to October, in Omenak.

The population of North Greenland has in twenty years, viz., from 1830 to 1850, increased about 46 per cent. In 1850 the population was 3,299 natives, and about 100 Danes; and in 1855, as mentioned above, 3,516 natives, and about 128 Danes. These are spread over a great extent of country, and with the exception of six places, where there are about 100 inhabitants, there are only on an average about 40 to each inhabited place. These inhabited places consisting of a rude kind of huts and tents, are always situated near the sea from 50 to 100 yards from the shore.

The interior of the land is entirely uninhabited. The Danish Colonies extend along the coast to about 73° north latitude. The east coast, which is always surrounded by ice, is only inhabited by a few Esquimaux families. About fifty Danes have intermarried with Greenlanders, and live in huts of Greenland construction, though with some ameliorations.

Mountains rising to an elevation of 4,000 feet, and covered with ice, prevent in most parts all entrance into the interior of the country.

There are several large bays, the chief of which is Disco Bay, about fifty English miles long. The rivers are the Baal and the Rummulpotten, which last divides North from South Greenland.

Of all the animals which furnish the Esquimaux with their necessaries of life, the seal occupies by far the most important place. There is hardly any season of the year in which some of these animals are not to be found in the vicinity of the shore, though it is true the greater portion depart in July, August, and September. According to an average calculation of four years, viz., from 1845 to 1849, the annual number of seal-skins for sale in North Greenland is 35,000, amounting in value to 94,000 rix-dollars. Besides these skins, together with the fat, furnishing the natives with the means of procuring other articles of necessity or luxury, the flesh of the seal forms their chief daily and favourite food, and the skin the principal material for their clothing. Besides the common seal, there are in North Greenland two other kinds of a larger description, the Phoca Groenlandica and the Phoca Barbata, remarkable for their size, which is double that of the common seal, and whose skin is indispensable for the inhabitants for their tents; canoes, &c. The latter, whose skin is the most valuable, is only taken in a few places near the extreme coast and in the open sea, and in very small quantities. As the greater part of the skins of these larger kinds of seals is used in the country, it is difficult to calculate how many are taken; yearly the value of the skins offered for sale is about 10,300 rix-dollars.

Besides seals, several hundreds of dolphins and narvals, or sea-unicorns, are taken yearly on the coast of North Greenland, whose flesh and skin also serve as food to the Esquimaux, and the oil for lamps. The latter, whose teeth are very valuable, are taken in the greatest quantities in the Omenak fiord, where they generally appear in November.

The total number of seals taken yearly in North Greenland is calculated at something over 50,000, with the produce of which, together with that of dolphins and harvals, &c., the Greenlanders, after having first provided themselves with their most important food, light, fodder for their dogs (an indispensable beast in a Greenlander's establishment), for nine months of the year, as well as materials for harness, summer dwellings, &c., are in a position to furnish produce for trade to the value of about 113,000 rix-dollars.

Whales were formerly taken by Greenlanders with harpoons and bladders from their canoes, but this mode of capture has, for some time past, quite fallen into disuse, and very few, if any, whales are now ever taken by the natives.

The Danish whale-fishery off the coast of North Greenland, which was formerly, and especially from 1790 to 1810, of great importance, has since gradually decreased, and may now be said to have altogether ceased.

In comparison to the sea, the land produces but very small resources, and these are entirely derived from the chase, the principal object of which is the reindeer. These are not spread equally over the whole conntry; they are generally shot by the Greenlanders in summer, the greater part in the more southern districts of North Greenland. It is calculated that from 8,000 to 9,000 are killed yearly; of these about one-half the skins are sold, and the other half employed by the natives for their tents, sledges, &c. Fresh reindeer meat is bought by the Danes for 3 skillings (about ¾*d.*) per lb.

Of foxes there are two varieties, the white and the blue, the skin of which is a valuable article of trade. In the latter colour there is a great difference with respect to the quality of the skins, which for trading purposes are divided into three numbers. The best are those of a dark colour and with long hair. The best skins fetch in the European market from 16 to 17 rix-dollars each, and sometimes as much as 27 rix-dollars. Foxes which are intended to furnish skins for trade are only killed from November till March, as at other times the skins are out of season, the hair short and of a dirty grey colour. They are sometimes caught in traps in the open fields; but the greater part are shot. From 400 to 500 skins, the greater part blue, are exported annually from North Greenland, of the value of about 2,000 rix-dollars.

About 30 white bears are killed annually in the Northern Inspectorate. They are generally found in the ice.

In North Greenland there are no means for breeding cattle, and no possibility of cultivating any kind of plant, in such a way, at least, as it would serve as food for the inhabitants.

There are but few minerals of any economical importance; some lead-stone has been discovered, and of late years a little coal has been produced, which has furnished a certain amount of fuel to the inhabitants.

There are no trade localities in North Greenland to which articles of trade are brought for sale. The exchange takes place by means of paper money of the respective value of 1 rix-dollar, 24 skillings, 12 skillings, and 6 skillings, which are issued by the Direction.

The means of communication are by a rough kind of sledges, drawn by dogs from four to twelve in number, which sometimes, over even ice, perform fifteen or sixteen miles in an hour, though the average rate is not more than seven or eight miles.

The prices of seal skins in North Greenland were formerly from 6 to 12 skillings (1½*d.* to 3*d.*) a-piece, but have lately increased from 22 to 30 skillings; reindeer skins from 7*d.* to 1*s.* 2*d* each; blue-fox skins from 7*d.* to 2*s.* 3*d.*; uncleaned eiderdown is about 7*d.* per lb.

SOUTH GREENLAND.

The most southern point of South Greenland, Cape Farewell, is situated at 59° 45′ north latitude, and 56° 35′ west longitude.

There is a great difference in the climate between South and North Greenland. At Julianahaal, in 1853, the greatest heat in the shade was 16° Reaumur. In the winter of 1854-55, which was very severe in the northern part of Greenland, the greatest cold was 17° Reaumur. There is much more snow and rain than in the north; the weather is more changeable, and there are frequent storms of wind and snow; communication is consequently more difficult, and for some months rendered almost impossible. Notwithstanding its more southern situation, hardly any plant or grain will thrive; this is principally owing to the long time the snow remains on the ground.

The produce of South Greenland is very nearly of the same kind as that of the Northern Inspectorate, only it is much less in proportion to the number of inhabitants than in the latter.

The increase of the population from 1830 to 1850 was not so great as in North Greenland; it amounted to about 25 per cent. only. From 1852 to 1855 it had, on the other hand, decreased from 6,255 to 6,128 souls. This decrease was chiefly owing to the scarcity of provisions which prevailed during that period.

The population of South Greenland is distributed over a space of upwards of 600 miles. The usual distance between the inhabited portions is from 30 to 35 miles, though in some instances there is an interval of from 45 to 65 miles. The total number of inhabited places in South Greenland is 130, consequently the amount of inhabitants in each spot is very small. In 1855 it was as follows:—

One place, with about 300 inhabitants; three ditto, between 201 and 300; nineteen ditto, between 101 and 200; thirty-six ditto, between 26 and 50; sixty ditto, about 25; altogether, 130 places with an average population of 48 souls to each.

As mentioned above, the produce of South Greenland is considerably less in proportion to the number of inhabitants than in the Northern Inspectorate; it had, however, till the year 1852 steadily increased. The reason for this was to be attributed in a great measure to the greater facilities that were afforded to trade by the establishment of a greater number of market-places. Since the year 1852 the produce has again decreased. The number of trading-places are six larger and twenty-seven smaller ones.

According to the average of five years, viz., from 1852 to 1857, the annual produce brought to market is as follows:—

Fat of seals and dolphins, &c.	4,909	tonde.	Seal skins	11,984	pieces.
Fat of different kinds of whales	198	„	Reindeer skins	6,293	„
Fat of dog- and cod-fish	506	„	Unbleached eider-down	2,866	lbs.
Bear skins	19	pieces.	Birds' feathers	3,713	„
Fox skins	1,858	„			

According to calculation, the number of seals taken yearly in South Greenland is 42,000, of which 18,250 of the larger and 24,000 of the smaller sort. Upon an average, this number of animals may be said to give about 3,500,000 lbs. of flesh and 7,600 tonde of fat, of which latter 4,600 tonde are dedicated to trade, and the remaining 3,000 tonde are employed by the Greenlanders partly for food and partly for lamps.

The best season for seals is from September to December, when from 20,000 to 24,000 are usually taken. The time they are the most scarce is from January till April, in which period generally from 6,000 to 8,000 of the smallest kind only are captured. The greater part are taken from canoes by means of two instruments: the harpoon, made of bone or iron; and a large spear, with which the animal is killed, after having first been struck by the harpoon.

Whale-fishery, as in North Greenland, has nearly ceased. In the three years from 1849 to 1851, there were only six whales taken; in the following three years, none at all; and from that time to 1857, three whales only.

The principal fish taken in South Greenland are dog-fish, a large kind of cod-fish, and salmon. Of dog-fish, about 3,000 are caught yearly, the greater part in the autumn. They vary in size from three to seven ells in length. The average quantity of train oil produced by each fish is about $\frac{1}{8}$ tonde. The last few years this fishing has increased. The larger kind of cod-fish ("Kublian") are taken in great numbers; they vary in size from 2 to 20 lbs.; about 200,000 are caught annually. Besides the above, a great quantity of smaller fish are caught in summer, which are dried and kept for winter food.

The number of reindeer killed has much decreased within the last few years. During the period of five years, from 1840 to 1845, it was calculated that, on an average, 16,000 were killed yearly, whereas from the period 1851 to 1855 about half that number only annually. They are generally shot a long way up in the country, and consequently, from the difficulty of conveying the animals to their huts, a great part is often left to waste on the ground.

As in North Greenland, there are two kinds of foxes, the white and the blue. Since the year 1830 the average number killed yearly is about 1,200 blue and 600 white. The greater part are taken in the neighbourhood of the Tunnudliorbik, Igalliko, and Lichtenan fiords. The best year was from 1831 to 1832, when 2,300 were killed.

There are but few bears in South Greenland, the average number of skins for sale yearly only amounting to 16.

Quantities of sea-birds frequent the coast in large flocks during the winter, and are of great importance to the inhabitants, as they furnish them with winter clothing and food. Of these the eider-down duck is taken in the greatest numbers, and is the most valuable. In the year 1855, 29,700 eider-down ducks and 68,550 of a smaller kind of sea-birds were taken.

According to calculation, the yearly produce of the chase and fishing in North and South Greenland together is as follows:—

Teals of various descriptions, from	90,000 to 100,000	Foxes	1,000 to 3,000
Dolphins and narvals, &c.	400 to 500	Bears.	30 to 60
Whales	2 to 3	Dog-fish	10,000 to 30,000
Reindeer	10,000 to 20,000		

Trade.

The trade, which is a monopoly of the Danish Government, was instituted about the middle of last century, at the same time as the religious missions. In consequence of this monopoly, it is in the power of the Danish Government, not only to fix the prices of the goods, but also to determine the kind of goods to be imported into Greenland; but the principle I believe generally followed, is to select articles most adapted to the manner of living of the inhabitants, and to fix the prices with relation to the importance they have for them, viz., by reckoning articles of luxury highest, and but little profit on articles most generally required for the amelioration of their houses, capture of seals, &c.

According to an extract of the taxes of the commercial year 1853-54, the prices of provisions imported into Greenland were as follows.—

Butter, 42 skillings per lb.; peas, about 11 rix-dollars per tonde; groats, 13 rix-dollars per tonde; common ship-bread, $7\frac{1}{2}$*d.* per lb.; fire-arms of different sorts, from 13 rix-dollars 43 skillings to 22 rix-dollars each; gunpowder, 34 skillings per lb.; lead, 11 skillings per lb.; coffee, 28 skillings per lb.; double-refined sugar and candy, 20 skillings per lb.; Congo tea, 1 rix-dollar per lb.; figs, 10 skillings per lb.

Of mercery, amongst which white shirting, 15 skillings the ell, unbleached ditto, 12 skillings. Of timber, fifty-two sorts, planks from 27 to 48 skillings a piece.

Different sorts of coal, amongst others English coal valued at 3 rix-dollars 48 skillings per tonde, but sold to the Greenlanders at 48 skillings per tonde, in order to promote its application for stoves and fire-places.

The total value of the produce of Greenland imported into Denmark in six years from 1850 to 1855 is as follows:—

	Rix-dollars.		Rix-dollars.
1850	353,263	1853	356,340
1851	347,967	1854	345,725
1852	348,326	1855	494,581

It must be remarked that the prices in those years on some of the Greenland productions have undergone a great change: thus light-brown train oil has risen from 26 dollars 93 skillings to 40 dollars 28 skillings; and reindeer skins, from 2 rix-dollars 91 skillings to 5 rix-dollars 17 skillings.

The principal articles imported from Greenland are, train oil, seal, reindeer, and fox skins.

The chief articles exported from Denmark to Greenland, are corn, bread, coffee, tobacco, sugar, wood, and brandy.

The annual value of the export trade, according to an average of five years, from 1851 to 1855, is 164,251 dollars.

FAEROE ISLANDS.

These Islands, thirty-five in number, are situated in the Atlantic Ocean between Iceland and the Shetland Islands. Seventeen only of them are inhabited; these are Strömo, containing 2,162 inhabitants, Tydero 1,156, Ostero 1,909, Baago 649, Sando 528, Bordo 304, Kalsoe 196, Nolsoe 149, Kuno 149, Vedero 134, Myggenas 99, Fuglö 88, Svino 82, Skino 61, Hesto 50, Kolter 44, and Storo Dimon 21; the total population, according to the census of the 24th June, 1845, being 7,781. It has increased by 2,500 since the beginning of this century.

The language is an ancient dialect of the North, but that of the church, schools, and courts of justice, is Danish.

These islands are formed of rocks, and covered only in places with a very thin bed of soil; the coast in general is steep, and presents innumerable promontories, mounting to a height of 2,000 feet above the level of the sea. The interior of the islands is formed of a kind of terraces, the lowest only of which are capable of cultivation. The air is foggy, and the weather in general variable; but the winter is usually so mild that sheep and horses are left out. The mean temperature is, however, only 7° and 8° Reaumur.

Of grain, the Faeroe Islands only produce barley, and that does not generally ripen well. Potatoes and turnips are also cultivated, and succeed better.

The principal sources of revenue are sheep-breeding, fishing, and wild fowl shooting.

On the Islands of Tuderö, Myggenas, and Tindholmen, some coal has been found, but it is only on the north part of the former island that it is of any economical importance; there the beds are of considerable extent, and the coal generally of a better quality than the Swedish, though inferior to the English; there is also a considerable quantity of peat.

The principal fish caught are cod and herrings. Some seals are also taken.

Trade.

The trade was formerly a Royal monopoly, but by the Law of 21st March, 1855, that monopoly was repealed, and a free trade instituted; the only duty to which foreign vessels (with some exceptións) are now subject being 2 rix-dollars per commercial last on the burthen of the vessel.

The annual average exports from the islands are as follows: 6,900 lbs. birds' feathers; 19,540 lispunds cod fish, salted and dried; 1,180 tonde fresh oil; 2,154 lispunds tallow; 77,635 woollen shirts; 18,635 pairs of woollen stockings.

The official value of the exports from Denmark to the Faeroe Islands before the institution of free trade was estimated at about 72,500 rix-dollars annually; the value of the imports at 180,000 rix-dollars.

Manufactures.

The inhabitants manufacture by hand woollen waistcoats and stockings, of which, as appears above, a considerable number are exported to Denmark.

(Signed) WILLIAM CAMPBELL MANLEY.

(No. 1.)—TABLE showing the Chief Exports from Iceland to Denmark in 1849 and 1855.

		1849.	1855.			1849.	1855.
Fish (salted) ..	lbs.	5,248,000	6,716.480	Wether-skins (salted)	pieces	3,745	12,712
Do. (dried) ..	„	1,038,080	988,800	Lamb-skins ..	„	13,405	29,385
Roes (salted)	barrels	308	1,131	Fox-skins	„	396	367
Salmon (salted) ..	lbs.	5,280	6,192	Dogfish-skins ..	„	93	55
Herring (salted)	barrels	23	5	Buckskins	lbs.	804	385
Train oil	„	3,259	6,891	Swan-skins ..	pieces	94	87
Mutton (salted) ..	„	1,235	3,362	Swans' quills ..	„	21,875	8,950
Tallow	lbs.	646,874	930.906	Eider-down ..	lbs.	3,991	4,116
Wool	„	1,397,148	1,596,323	Feathers	„	19,628	25,097
Jackets (woollen knit)	pieces	8,405	2,530	Swims	„	..	14.080
Stockings (woollen) ..	pairs	91,145	69,305	Horses (live) ..	head	..	244
Mittens (woollen) ..	„	78,962	27,109	Ptarmigans ..	„	..	10,000
Iceland cloth (radual)	ells	5,802	2,602				

(No. 2.)—GOODS exported from Iceland to other Countries than Denmark in 1855.

		Norway.	England.	Hamburgh.	Spain.
Fish (dried)	lbs.	..	..	15,680	33,280
Do. (salt)	„	..	192,000	12,480	2,336,320
Roes (salt)	barrels	..	..	..	1,131
Train-oil	„	67	58	41	
Mutton (salt)	„	..	26		
Tallow	lbs.	20,104	5,120		
Wool, white	„	3,044	287,563		
Do. mixed	„	..	21,249		
Swan-skins	pieces	..	..	10	
Lamb-skins	„	29	..	1,460	
Mittens	pairs	66			
Stockings	„	63			
Cloth	ells	135			
Eider-down	lbs.	39			
Feathers	„	14			
Swims	„	..	..	..	14,080
Horses	head	..	225		

(No. 3.)—CHIEF IMPORTS from Denmark to Iceland in 1849 and 1855.

		1849.	1855.			1849.	1855.
Rye	barrels	23,128	20,000	Syrup	lbs.	16,587	21,180
Barley	,,	274	453	Tobacco	,,	79,967	108,880
Peas	,,	2,028	3,536	Salt	barrels	17,069	20,342
Groats	,,	7,635	11,725	Tar	,,	533	520
Rye-meal	,,	3,849	4,922	Coals	,,	3,479	6,539
Cakes and biscuits	lbs.	186,800	169,440	Iron	lbs.	108,137	148,035
Brandy (Danish)	quarters	257,212	389,453	Hemp	,,	38,100	37,700
Wine, rum, and other spirits	,,	39,790	58,246	Lines	pieces	10,587	15,179
Coffee beans	lbs.	293,833	426,980	Deal and timber	,,	4,101	5,172
Sugar	,,	272,702	457,231	Boards and planks	,,	84,581	60,540

(No. 4.)—CHIEF IMPORTS into Iceland from other Countries than Denmark, in 1855.

		Norway.	England.	Hamburgh.	Spain.
Groats	barrels	2			
Wheatmeal	lbs.	768			
Brandy	quarters	278			
Coffee beans	lbs.	4,750	7,112		
Sugar, white	,,	114			
Do. brown	,,	..	626		
Do. brown, coarse	,,	771	4,000		
Syrup	,,	1,440			
Tea	,,	..	33		
Chewing tobacco	,,	61			
Snuff	,,	207			
Tobacco	,,	168			
Salt	barrels	227	16,082		
Tar	,,	3	2		
Coals	,,	..	2,534	800	
Iron	lbs.	..	960		
Hemp	,,	1,348			
Fish-hooks	pieces	..	..	4,000	
Boards	,,	12,933			
Planks	,,	484			
Timber	,,	701			
Shot	lbs.	..	800		
Cloth	ells	..	..	1,100	

N.B.—23 Danish barrels = 11 Imperial quarters; 82 Danish lbs. = 97 English lbs.; 67 Danish ells = 46 yards; 8 dollars 80 skillings = £1; 1 dollar = 96 skillings Danish.

Saxony.

Report by Mr. Barnard, Her Majesty's Secretary of Legation.

Coburg, July 1, 1861.

Statistics of Population.

THE Kingdom of Saxony has a population of 2,122,148 souls.

It contains 271·83 square German miles, which gives 7,812 inhabitants to the square mile.

It is divided into four districts, viz., Dresden, Leipsic, Zwickau, and Bautzen. These contain, according to census taken in 1858—Dresden, 553,946; Leipsic, 484,225; Zwickau, 782,824; and Bautzen, 301,153 inhabitants, viz.:—

	Males.	Females.		Males.	Females.
Dresden	269,774	284,172	Zwickau	386,113	396,711
Leipsic	237,373	246,852	Bautzen	144,485	156,668

	Inhabitants.		Inhabitants.
The town of Dresden contains, inclusive of garrison	117,750	Chemnitz	40,571
Leipsic	74,209	Zwickau	17,878
		Bautzen	10,894

The population consists of—

Lutherans	2,075,495	Anglican Church	314
Roman Catholics	38,709	Greek Church	243
Reformed Church	4,170	Jews	1,419
German Catholics	1,798		

The army consists of—

	Men.
4 brigades of Infantry: (the brigade at 4 battalions; the battalion at 4 Companies each)	15,748
Light Infantry	4,000
Cavalry (2 brigades of 2 regiments each)..	3,208
Artillery Pioneers and Pontoniers ..	2,420
Commissary Brigade	1,232
Total, exclusive of Reserve ..	25,396

The number of towns in the kingdom is 142, which contain 36·3 per cent. of the whole population. Independent of the towns above mentioned, there are 7 which have between 10,000 to 20,000; 25 which have from 5,000 to 10,000; 16 from 4,000 to 5,000; 13 from 3,000 to 4,000; 38 from 2,000 to 3,000; 31 from 1,000 to 2,000; and 9 which have less than 1,000 inhabitants.

In the last three years, 15 towns have an increase of population rating at above 10 per cent.; 55 towns from 4 to 10 per cent; 51 at 4 per cent.; and 21 have decreased above 7 per cent.

In the year 1834 Saxony had a population of 1,595,668 souls, and has increased since that period as follows:—

	Souls.	Per cent.
1834 to 1837 ..	56,446	3·53
1837 to 1840 ..	54,162	3·27
1840 to 1843 ..	51,524	3·02
1843 to 1846 ..	78,633	4·47
1846 to 1849 ..	57,998	3·16
1849 to 1852 ..	93,631	4·94 Maximum
1852 to 1855 ..	51,114	2·57 Minimum
1855 to 1858 ..	82,972	4·07
1834 to 1858 ..	526,480	33·00

In the different parts of the Kingdom the proportion of the two sexes is not alike. The agricultural districts have fewer males. This is particularly the case in the district of Leipsic and in the towns of the hilly country ("Erzgebinge").

The following Table will show the proportions in the four districts:—

Districts.	Males.	Females.
Dresden—		
Towns	48·31	51·69
Country	48·95	51·05
Generally	48·70	51·30
Leipsic—		
Towns	50·03	49·97
Country	48·32	51·68
Generally	49·02	50·98
Zwickau—		
Towns	49·95	50·05
Country	48·91	51·09
Generally.. ..	49·32	50·68
Bautzen—		
Towns	48·08	51·67
Country	47·91	52·09
Generally.. ..	47·98	52·02

The proportion of divorced and widowed persons to the rest of the population appears not to have changed, as shown by the following Table:—

	Widowed.		Divorced.	
	Males.	Females.	Males.	Females.
1858 ..	1	3·39	0·09	0·16
1849 ..	1·66	4·10	0·09	0·17
1840 ..	1·59	4·07	0·09	0·18

The towns have more divorced than the country. The greatest proportion is in the districts of Dresden and Leipsic; the smallest proportion in Upper Lusatia, where there are more Roman Catholics.

The number of children and unmarried people has also not varied much:—

	Males.	Females.
1858	29·96	29·78
1849	29·50	29·51
1840	29·41	29·62

That the number of females exceeds that of males must be ascribed to the fact that women, generally speaking, outlive their husbands.

Since 1840 little difference has taken place in the numbers of the different religious persuasions, but there is perhaps some small decrease in the Lutheran, which may be partly accounted for by the fact that the population is greatly increased by immigrants from other countries.

The proportion per cent., if the casual Greek Catholics and Anglicans are omitted, which amount altogether to only 0·01 or 00·2, will be—

	Lutherans.	Reformed.	Roman Catholic.	German Catholic.
1858.. ..	97·80	0·20	1·82	0·08
1855.. ..	97·88	0·17	1·80	0·09
1849.. ..	97·93	0·14	1·78	0·10
1840.. ..	98·08	0·11	1·76	..

For the above periods the proportion, as regards the Jews, was, 0·07 in 1858, 0·06 in 1855, 00·5 in 1849, and 00·5 in 1840.

The number of Jews, which is by no means considerable, has increased almost 40 per cent. since 1849. This increase is to be entirely ascribed to Leipsic, where, between the years 1855 and 1858, the number rose from 469 to 713, and during the same period at Dresden decreased from 700 to 679.

In 1849 there were only 6 Jews in Saxony not living in towns; in 1855 there were 13, and in 1858, 11.

The whole number of Jews, including their families, in Saxony in the year 1849, was 1,022; in 1855, 1,200; and in the year 1858 there were 1,419, of which there were in 1855, in Leipsic and Dresden, 1,169, and in the year 1858, 1,392; so that in the rest of the kingdom there were only 18 Jews in 1855, and 16 in 1858. This proves that the Jews, although now under no restraint as to domicile and trade in Saxony, all repair to the largest towns.

Blind, Deaf and Dumb, Idiots and Insane.

The number of blind amounted to—

	Males.	Females.	Total.
1858 ..	628	689	1,317
1849 ..	773	790	1,563
1840 ..	579	620	1,199

The number in 1849 is so large that one is inclined to doubt its exactness, or to assume that some not really blind have been included in the lists. However, the average is one blind person among every 3,000. In the Institution for the Blind at Dresden there were, at the end of December 1858, 88 persons.

Of deaf and dumb there were—

	Males.	Females.	Total.
1858 ..	639	629	1,268
1849 ..	662	553	1,215
1840 ..	658	514	1,172

In the schools for deaf and dumb there were 195 scholars in 1858, which is a much more favourable proportion than that of the blind.

The correct lists of the insane and idiots were not officially kept before 1858—at least their classification was not sufficiently attended to, and their number not so well known as since measures have been taken for assisting them, and for making the proper distinction between them. The last Returns published give the number of idiots to be 1,915 males, 2,084 females, total 3,999; or one male idiot to every 1,108, and one female idiot to every 1,018 inhabitants: as also of insane —810 males, 708 females; total, 1,518, or one male insane to every 2,620, and one female insane to every 2,997 inhabitants;—together 5,517 idiots and insane, viz., 2,725 males and 2,792 females. Of this number 1,448 (viz., 760 males and 688 females) were in different public and private institutions.

Increase and Decrease of Population.

According to the number of houses in Saxony in 1855, 8·86 parts of the whole population must be reckoned to each house; in 1858, 9·18 to each house, which gives an increase of 3·06 per cent.

To every 10,000 acres in 1858 there were 7,812 souls. The increase and decrease of population varies in the different districts according to the prevalent means of finding work and occupation. Where there are coal mines there is at present a decrease, as, of the numberless speculative undertakings for procuring coals, many have proved unsuccessful, and those employed as workmen have removed elsewhere.

In the districts where the most manufactories exist, the population has increased the most, and in the principal manufacturing towns it has even more than doubled—has, indeed, reached a tenfold proportion.

An assertion often made is said to be corroborated by nearer investigation, that the population of large towns is not so much increased by the number of births exceeding that of the deaths, but that their number is maintained and their increase occasioned by the fact that those who come into towns to take up their abode, and establish themselves permanently, are more numerous than those who leave the towns entirely in order to fix themselves in the country.

Not only from the country, but even from the small towns, a great part of the increase of large towns is to be ascribed. The population of small towns increases slowly, but in very few instances is there a decrease. In many cases, particularly where industry has spread, and the market has been favourable to enterprise, very great increase has taken place.

In very few towns does the increase of houses keep pace with that of the inhabitants, and consequently the number of inmates of each house becomes always greater, and the consequences more objectionable, and in no point of view more so than in the increase of immorality.

The greatest increase of population is in the villages in the immediate neighbourhood of large towns. Within view from the Bridge at Dresden, the visible villages contain a population which, in a few years, has multiplied from 3,683 to 4,882 inhabitants, giving an increase of 32 per cent. In the immediate vicinity of Leipsic during the same period the increase was as much as 62 per cent., and near Chemnitz 49 per cent.

Under the head of Emigration, the Returns give the numbers of Saxon subjects who left their country from 1853 to 1856 as 4,209, and from 1856 to 1858 as 2,094, which shows a considerable diminution in the last two years. The greater number of those who emigrated were from agricultural districts; generally speaking, all went to North America or Australia, except the miners, who left for the countries bordering on the Danube.

The number of immigrants, however, from 1853 to 1855 amounted to 3,597, and from 1856 to 1858 to 3,168, showing that during the same period the number of emigrants only exceeded that of immigrants by 538.

That emigration does carry some capital out of the country is not to be denied, but, on the contrary, there exists no doubt that the amount taken away is not more, and is often even less, than what is gained by immigration.

The following Table gives the number of marriages, births, and deaths in ten years from 1847 to 1856, and their several proportions to the number of inhabitants, and at the same time shows in how far the births exceed the deaths during that period:—

Year.	Population.	Births.	Marriages.	Deaths.	One Birth to number of inhabitants.	One Marriage to number of inhabitants.	One Death to number of inhabitants.	More Births than Deaths.
1847 ..	1,855,766	73,684	14,220	55,004	25·18	130·48	33·73	18,680
1848 ..	1,875,099	72,362	15,010	54,767	25·91	124·93	34 24	17,595
1849 ..	1,894,431	82,068	16,072	57,988	23 09	117·87	32 67	24,080
1850 ..	1,925,491	82,160	18,380	57,395	23·45	104·76	38·55	24,715
1851 ..	1,956,551	82,801	18,912	57,180	23·63	103·46	34 22	25,621
1852 ..	1,987,612	80,322	16,873	58,739	24·74	117·86	33·24	21,583
1853 ..	2,004,800	82,186	16,555	57,241	24·39	121·10	35 02	24,945
1854 ..	2,021,988	80,804	15 334	56,297	25·02	131·86	35·92	24,507
1855 ..	2,039,176	73,557	13,305	59,434	27·72	153·26	34·31	14,123
1856 ..	2,056,364	80,538	16,263	61,049	25·53	126·44	33·68	19,489
Average ..	..	70,312	14,329	51,768	24·64	120·93	33 47	

In the period from 1853 to 1855 the number of births exceeded that of the deaths by 63,510 heads, or in three years 3·2 per cent. of the population of 1852; and during the same period 4,209 emigrated, and 2,597 immigrated, which, in proportion to the population, gives 0·212 per cent. of emigrants, and 0·131 per cent. of immigrants, or in one year one emigrant to 1,500, and one immigrant to 2,400 inhabitants.

From 1856 to 1858 the births exceeded the deaths by 71,415, or in three years by 35 per cent. of the population of 1855. On the other hand, 3,168 immigrated, or in three years 0·155 per cent. of the population (in one year 1 out of 2,000), and only 2,094 emigrated, or in three years 0·102 per cent. (in one year 1 to 3,000 inhabitants).

(Signed) CHARLES T. BARNARD.

Persia.

Report by Mr. Eastwick, Her Majesty's Secretary of Legation.

Camp near Tehrán, July 5, 1861.

THE object of the following Report is, in the first place, to account for a temporary depression in the trade of Persia during the latter half of 1860, and the beginning of 1861; and next, and still more particularly, to exhibit the general circumstances which impede the development of the said trade.

Reliable statistics are hardly to be obtained in Persia, all inquiry being strenuously opposed by the farmers of the Customs for obvious reasons. It is very difficult, therefore, to estimate the amount of exports and imports with anything like accuracy. However, it is at least certain that Persia, exceeding, as it does, in extent, the united territories of Great Britain and France, and equalling in natural resources most parts of the world, holds as a trading country a position below what might be expected. It is desirable, therefore, to examine the causes of this want of commercial vigour, and to see if any remedial measures be practicable.

The twelve months which end this day have been characterized by many circumstances unfavourable to the commerce of Persia. On the 5th of October, 1860, the arms of Persia sustained a reverse; this disaster was both preceded and followed by a season of great scarcity, and at the capital, and generally throughout the Northern Provinces, the distress at last assumed the dimension of a famine. A winter of almost unparalleled severity having closed the roads, the price of wheat rose at the metropolis from 2 túmáns (18*s.* 5*d.*) the kharwar of 650 lbs., at which it sells in ordinary seasons, to 10, 20, and even 40 túmáns; and from the 18th to the 21st of April of the present year, only the higher officials and the members of Foreign Missions could procure bread.

The measures of the Government at this crisis were precisely such as might be expected in a country where the general principles laid down by economists are unknown. It was at first attempted to fix the price of bread; this was met by the bakers by adulterating the flour to such an extent as raised their profits to what they would have been had there been no interference. It was next tried to force the reserved hoards of speculators into the market: this is a policy invariably followed by the Persian Government in times of distress, and of course, tends to discourage that most useful class, the corn-dealers, without whom there is no check on wasteful consumption in abundant seasons, and an utter failure of supplies in times of deficiency. Finally, it was resolved to encourage the importation of rice into the capital from Shíráz and the Southern Provinces, by exempting it from Customs and Excise during the famine. Few supplies of this article of consumption, however, arrived until the distress was subsiding, and a considerable quantity which had been despatched in reliance on the promise of exemption from duty, came after all to be taxed as usual—a circumstance little calculated to encourage speculators for the future.

At this time a very instructive lesson on the value of good communications might have been derived by comparing the prices of provisions at Tehrán and in the Caspian Provinces, with those which ruled in the neighbouring Russian districts. From Tehrán to the trading port of Mashhad i Sir on the Caspian Sea is about sixty miles in a direct line, and this port is visited twice a-month by the steamers of the Russian Commercial Company, which, at the time of the famine, were in want of freight. Flour of the most inferior description was selling at Tehrán for 1*s.* 1*d.* the lb., when the very best kind was to be had in abundance at Baku for $3\frac{1}{4}$*d.*, and with freight to Mashhad i Sir would have cost at the latter place no more than 4*d.*; but had the Persian Government purchased flour at Baku, or Astrakhan, and brought it to Mashhad i Sir at the rate above-mentionod, the cargo must have been left on the shore, for there is nothing that can be called a road through any of the Persian provinces on the Caspian, and no means of transporting goods, except in fine weather, and under the most favourable circumstances.

Meantime, while food was cheap and abundant just beyond the Persian frontier, the inhabitants of Tehrán were at the extremity of want; bread riots took place, and were followed by similar disturbances at Kazvin and other cities. At length spring, though long delayed, opened the communications, and saved the inhabitants of the capital from the horrors of starvation, but brought with it, nevertheless, fresh evils. The Turkuman hordes, as soon as the weather allowed of their expeditions, poured into Khurásán and swept away numbers of people into captivity. Smaller bodies of marauders kept up a series of incessant forays in the Provinces of Astarabad and Mazandazan, rendering the frontier unsafe, and interrupting not only traffic, but even the cultivation of the fields.

In addition to these miseries, Persia has suffered during the last year from the usual concomitant of famine—pestilence. The cholera, which manifested itself less severely during the winter, broke out with virulence towards the end of May, and still continues its ravages.

Under such a succession of evils, the best founded and most flourishing commerce would have sustained a shock; that of Persia has been for the time almost prostrated. So great has been the mortality amongst the baggage-cattle, which form the sole means of transport in Persia, that during the last six months goods have been left in the most inconvenient places, through the impossibility of conveying them to their destination. Pieces of machinery intended for the public service were to be seen lying for weeks in the open country between Tabríz and Tehrán; and there probably never was a time when the enterprise of merchants in Persia has more completely collapsed than during the last year.

But the rapidity with which countries recover from the mischiefs inflicted by war and famine is well known. As has been truly said, the *vis medicatrix naturæ* repairs the most enormous losses in a brief interval, and the injuries done to commerce in Persia by the calamities of the late exceptional year may, therefore, be viewed as transient. Nor are there wanting circumstances which, under an improved commercial system in Persia, would be very encouraging as regards the trade of that country.

The failure of silk produce in France and Italy, owing to the disease of the worm, is calculated to give a great stimulus to that very important branch of commerce in the Caspian provinces; and the Persian Government has endeavoured to make the most of what has occurred by strictly prohibiting the exportation of silk-worm eggs. The impetus imparted to the cotton trade of countries other than American by the rupture among the American States ought, too, to be felt in Persia, where, as will be shown, the cotton produce is excellent. But little development can be expected in the trade of Persia while the system continues what it is, and while the interference of the Government has the effect of paralyzing rather than of promoting enterprize. It is, perhaps, too much to expect a complete change of principles, as regards commerce, in the Government itself; but there are some crying evils, the suppression of which, it may be hoped, is not far distant. Such are burthens and disabilities on account of religious dissent, uncertainty of landed tenures, and arbitrary exactions from cultivators, and the farming of the Customs.

The case of the Pársís is an instance of the first of these evils. There are in Yezd and Kerman about 1,150 families of this peaceful, industrious, and, under fair treatment, enterprising people. They are attached to the country, not only as the land of their birth, but because they think the funeral ceremonies for their ancestors can nowhere be so efficaciously performed. Yet about 12 per cent. of their whole number have migrated to India since 1855. Besides the taxes to which other Persian subjects are liable, the Pársís pay a capitation tax, which has lately been considerably raised. There are also other inequalities. Thus, supposing a Pársí to cultivate jointly with a Mahometan a piece of ground rated at 11 túmán per annum, the Pársí would pay 6, and the Mahometan 5 túmáns, and in addition the tax-gatherer would be quartered on the Pársí.

Another impediment to progress in Persia is the uncertainty of landed tenures, and the arbitrary exactions levied on the cultivators. It seems to have been the original idea in Persia, as in Turkey, that the fee-simple of all the land belonged to the King. As a matter of fact, a third, or, according to some, one-half of the land is Khálisah, or "Royal domain." The Royal farms are said to be much neglected. They are let to persons who seldom have any funds of their own, and to whom sums of money are advanced, at an enormous rate of interest, for the expenses of cultivation. A more ruinous system cannot be imagined. The tenants have not the capital to make improvements, and would not make them if they could, knowing that their rent would be raised, or their leases rescinded. They are subjected, too, in common with all other cultivators, to so many arbitrary exactions that it is impossible they can ever accumulate capital. The mischievous results as regards commerce are obvious. The cultivating classes, which form the great mass of the nation, are too poor to purchase foreign produce, and are themselves able to produce only the bare necessaries of life.

While such is the state of agriculture, that of manufactures is not much better. Society is not far enough advanced in Persia for co-operative industry on a large scale. There is no association of individuals for the performance of industrial works, no Joint Stock Companies, and but one factory. The history of this factory is instructive, as being a Government undertaking, and exhibiting by its failure how unequal the Government is to the conduct of large operations, and, *a fortiori*, how little can be expected towards them from private individuals, who, even if they had the requisite amount of capital, are utterly unfamiliar with such enterprises.

It was, probably, the accounts of Manchester industry which led to the establishment of a cotton factory near Tehrán. Persons acquainted with the business were sent for from St. Petersburgh, and under the direction of M. Pankoff, a Livonian, a large factory was erected on high ground, about three and a-half miles from the walls of the capital. The edifice is of brick, and the wood work of the Oriental plane, which furnishes excellent timber, but the cost is said to have been out of all proportion to the work. The building is three stories high, each story consisting of a large room, 224 feet long, and about 80 feet broad, and 20 feet high. The machinery in the two upper rooms has never been put together. As soon as that on the ground floor was ready, viz., on the 24th of May, 1859, the factory opened, and has worked at intervals two days a-week. There are 30,000 spindles, but only 1,600 are used. They were made at Moscow, and are moved by a steam-engine of 25 horse-power. The machinery can be impelled by water if necessary. There are 150 work-people, whose pay of 25 ducats a-year each is always about that period in arrears. Although Persians are remarkable for their intelligence, the work at the factory is done in such a slovenly way as to leave heaps of waste.

Coal of good quality is procurable in abundance about twenty miles off, but no attempt has been made to carry a road from the factory to the mine, and the coal is brought on camels—a kind of carriage many times more expensive than carts. After a few tons have been laid in the factory works, and when the fuel is exhausted, there is a stoppage until a fresh stock of fuel is procured. Meanwhile, during these suspensions the pay of the operatives and the other expenses go on as usual.

But it is in the supply of cotton that the greatest mistake appears to be made. Persia produces excellent cotton, and the "Kághazí," or best kind from Isfahán, is declared to be quite equal to the best American. The cotton of Mazandaran comes next, and is but little inferior to American. Isfahán cotton of the second class, called "Jarkubah," is very much better than that from Khurásán, though inferior to the cotton of Mazandarán. The cotton of Káshán and that of Kúm may be classed fourth and fifth, and the Khurásán or Semnán cotton, with which the factory is supplied, ranks last of all.

As all the six kinds of cotton are grown on lands belonging to the Sháh, and the factory is his property, and as the cost of manufacture is the same for all kinds of cotton, it is difficult to understood why the worst sort should be sent to the factory. Expense of carriage cannot be the reason, for though Isfahán is eleven stages distant, and Semnán but seven, Kúm is only four stages off, and Káshán but six. The value of Semnán cotton is only 4 kiráns, equal to 3*s.* 8½*d.* the púd of 36 lbs., while that of Mazandarán is worth 11 kiráns, equal to 10*s.* 1¼*d.* per púd, and best Isfahán 15 kiráns, or 13*s.* 9½*d.* per púd. The Russian Company buys Mazandarán cotton, as being of excellent quality and nearest at hand, and they take all the cotton the province can supply.

Of course the thread produced at the factory is of a very inferior kind, and while there is a waste of one-sixth on the cotton there used, the waste upon Mazandarán cotton is only one-fourth.

The total cost of the factory to the present day is reckoned at little short of 300,000 túmáns, equal to about 136,000*l.*, while the returns have been altogether inconsiderable. This result is said to be in part owing to peculation.

M. Pankoff, the manager of the factory, has just gone home in disgust, leaving his salary twenty-two months in arrears, to be recovered hereafter.

The system of farming the Customs, which has been referred to above as another clog upon commerce, is closely connected with that of "peshkash," which may be explained as a sort of pecuniary return for patronage conferred. This is a fruitful source of corruption throughout all the public Departments. Subordinate officials make offerings to those above them, and reimburse themselves by demanding money of every one who has business to transact. This evil has grown to such a height that, as a general rule, nothing whatever can be done in Persia without a bribe.

The indirect effects of this pernicious system upon the economical prosperity of the kingdom are only too apparent. When the customs of a country are not such as to encourage integrity, there cannot be that combination for industrial operations without which production will not be carried far enough for a large surplus, or, in other words, for a rapid increase of capital. Accordingly capital, which is the result of saving, and therefore implies a surplus, increases but slowly, if at all, in Persia. It may be added, too, that a condition essential to the increase of capital, viz., a sense of security, is wanting, and Persians, being uncertain of enjoying the fruits of their abstinence, are so deficient in the effective desire of accumulation, that it may be truly said of them now as formerly, "Ils sont les plus grands dépensiers du monde, et qui songent le moins au lendemain."*

As one proof of the decrease, rather than increase, of capital in Persia, may be taken the state of such buildings as bridges, causeways, resting-houses for travellers, and aqueducts.† Such works used to be constructed in Persia in a massive and durable way. Few new works of the kind are now undertaken, and those that are, are carried out feebly, and not so as to last; nor are the old and more solid structures repaired. The stone causeway carried by Sháh Abbás from Astarabad into the centre of Ghilán, was a work of immense value for commercial purposes. It has been suffered to go entirely to ruin, as has also the aqueduct at Ashraf, in Mazandarán, built by the same Monarch.

Another symptom of decreasing capital, so far at least as the precious metals are concerned, is the state of the currency. Although silver mines are said to exist, and M. Khanikoff and others have pronounced that gold also is to be found in Persia, the currency is supplied solely by the re-coinage of Russian money. The balance of trade against Persia at Tabríz—the principal emporium—is given at 421,348*l.* 3*s.* 8*d.*,‡ but according to good authority it may be affirmed that the general balance on the whole trade of the country is in favour of Persia. This balance comes from Russia in coin; and if it more than made up for the loss incident to circulation, and for the large sums which are from time to time buried, and the site forgotten, it is hardly to be supposed the expedient of depreciating the coinage would have been resorted to in the manner it has during the last half-century, as purity of coinage is usually much affected in Oriental States. Thus the gold túmán, which, about fifty years ago, in the early part of Nath Alí Sháh's reign, contained 24 nakhuds, equal to 96 grains, was towards the end of his reign reduced to 20 nakhuds, equal to 80 grains of gold, and in the beginning of the next reign, to 18 nakhuds, equal to 72 grains, the present standard. At the time the gold túmán weighed 96 grains, it was equivalent to 10 silver kiráns of 112 grains each. These coins have now almost entirely disappeared, and have been replaced by panábáds, of which 20 are equal to 1 túmán. These coins ought to weigh

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* See Chardin.

† The only new buildings of the kind of any importance are at Tehrán (see Appendix I), where alone, too, population is on the increase.

13 nakhuds (equal to 52 grains) each, but, in fact, are, many of them, when first issued, of only 44 grains of silver with 2 grains of alloy. So greatly, however, are Persian coins clipped and debased after they leave the mint, that some túmáns are 33 per cent. lighter than the standard, and scarcely two panábáds agree in weight.

It may be said, on the other hand, that a rise of prices is often a result of a great influx of the precious metals, and that prices have certainly risen in Persia, and more especially at Tehrán, of late years. This fact cannot be denied; but, without referring to the late exceptional year of famine, another explanation which has been given seems reasonable. It has been said the exportation of all kinds of stores and provisions during the war between Russia and the Allied Powers was so great as to exhaust the resources of Persia, an exhaustion which was increased by the war with England immediately following.

On the whole, then, it may, perhaps, be assumed that capital, owing to the above-mentioned causes, is not on the increase in Persia. At all events, but a small amount of the existing capital is employed for reproductive purposes. By far the largest portion of the coin is hoarded; and this, though a common rate of interest is 1 in 10 every three months, or 40 per cent. per annum. So great is the distrust which pervades all classes, that even this enormous rate of interest cannot induce wealthy individuals to part with their money on loan, still less to embark it in commercial enterprises, in which the fraudulent and extortionate proceedings of the Custom-house officials render loss almost a matter of certainty. It is here that the evil effects of the "peshkash" system make themselves more directly and palpably manifest. The contracts for farming the Customs not being given by tender publicly advertised, there is room for the "peshkash" to operate, and thus immunity is purchased for exaction. The consequences are ruinous as regards the native merchant; for wherever a Collector of Customs or Excise resides, there a fee must be paid in addition to the tax. If this fee be not paid, the goods are, under some pretext or other, detained, or damaged in opening, or a part of them is abstracted. On the other hand, the Customs-farmers, while they plunder the merchant, suffer, in their turn, from sharpers, who purchase free passes at one city, and compel the farmers of Customs to buy them at another. Thus, a pretended merchant at Shíráz acquaints the Customs-farmer there that he intends to transmit 100 packets of tobacco to Isfahán. The tax upon these would be 40 túmáns. When the pass has been made out, certifying that duty has been paid on 100 packets of tobacco, the applicant states that it is not a *bonâ fide* transaction, that he has no tobacco, but will give 10 túmáns for the pass. The farmer at Shíráz sells the piece of paper accordingly for that sum, which is to him so much clear gain. The purchaser then proceeds to Isfahán, and offers the pass for 25 túmáns to the farmer of Customs there, who prefers to buy it, rather than allow 100 packets of tobacco to be sent from Isfahán to Tabríz, under cover of this pass, free of duty, by which he would lose 40 túmáns.

The European merchant, though to some extent protected by the Treaty of Turkumánchái, is also a great sufferer from the Customs-farmers' purchased immunity for extortion. The wording of that Treaty is so defective that abundant room is left for litigation. Thus it is laid down that 5 per cent. shall be levied once for all on goods exported from Persia, or imported into the country by European merchants. But it is not declared whether that per-centage is to be levied on the invoice cost, or on the selling price, or on the cost of the goods when delivered at the Custom-house on the Persian frontier. This point is a fruitful source of trouble, for although the question may be settled by official correspondence, every new farmer of Customs, when there is no plain letter of the Treaty to refer to, can revive the discussion, and turn it to advantage by detaining goods pending a reference; a course too detrimental to the interests of the merchant not to force him to accept almost any terms. As a matter of fact, the goods of European merchants have been so detained within the last six months at a ruinous loss. In some cases, too, where, to end disputes, it has been proposed to pay the 5 per cent. in kind, fresh discussions have arisen as to whether the per-centage should be paid out of, or upon, 100. A further instrument for extortion is supplied to the Customs-farmer by his unrestricted power of opening bales and packages. It seems but reasonable that the rule observed in France should hold good in Persia, viz., that detention of articles of merchandize at the Custom-house is not to exceed twenty-four hours.

The question now arises, what remedial measures are practicable with regard to these impediments to commerce? The first appears to be, that commercial relations with Persia should be strictly defined, and that the agency of the Custom-house officials should be controlled by Treaty as completely as possible; if this be the case, a new Convention is indispensable, in the drafting of which the most scrupulous care should be taken. It cannot be doubted that such an instrument would, by removing vexatious delays and discussions, at once impart life to the languishing commerce of Persia.

Another great step of progress would be the abolition of the Ráhdárí,* or Excise, and the levying of Customs only at the frontier towns. The revenue derived from internal Customs is so insignificant compared with the advantages attending their abolition, that, perhaps, the Persian Government might be induced to consent to this great reform, as also to the adoption of the agency of its own officers for collecting the duties. In return for these concessions the European merchants would, no doubt, be willing that the per-centage on their exports and imports should be somewhat raised, say even to 7 per cent. On their part they would be amply compensated by the freedom they would thus enjoy from disputes with the Customs-farmers, and consequent detention of their goods.

A third source of improvement, the most important of all, would be the extinction of those disabilities and burthens which weigh down the energies of the productive classes in Persia itself, as has been shown above. At present the bulk of the population in Persia puts up with scant comforts, and labours no further than to produce them. Reforms that opened the door to commerce would bring about an industrial revolution, and those that are now content with the bare necessaries of life would labour energetically to accumulate the means of purchasing the gratification of new tastes. The time has gone by for the jealousies which impeded trade in former years; it is now an accepted maxim that the wealth and progress of every country is a direct source of progress and wealth to all other countries: thus the development of the trade between Persia and Russia must be advantageous to England, as rendering each of those countries more able to purchase English produce. No doubt some fluctuations would precede this desirable end; for, as it is the natural result of commerce that articles should be furnished from the places which can produce them cheapest, the cotton and coal, and perhaps the metals, which England now supplies to Russia would be imported by the latter country from Persia. This trade may be reckoned in round numbers at 2,000,000*l.* per annum, but the deficiency would be made up to England partly by a greater exportation to Russia of salt, sugar, liquors, and machinery, &c., and partly by the additional English exports, as cotton prints and calicoes, which Persia would thus be enabled to purchase, and for which the demand is at present limited by the poverty of the lower classes.

It is for the interest of England, therefore, not only that her own direct trade with Persia should be increased, but that the commerce of that country generally should be placed on a better footing. It may be hoped, too, that under a new commercial system, some portion of the capital with which England overflows would be directed to Persia; this, perhaps, could only take place under a guarantee against undue interference with commercial enterprise; but if that guarantee could be obtained there can be no doubt of the great returns for investment. To take, for example, the article coal: there is no country except England in which coal is found in such abundance, and so conveniently placed for exportation, as Persia. The great range of the Elburz mountains abounds with excellent coal, near the surface, and in accessible localities; thus, at Rudbár, in Ghilán, the mines are close to a navigable river, the Safíd Rúd: and it is the opinion of an English engineer from Newcastle, who has a practical knowledge of the method of working coal-mines, that coal might be sold at the mouth of this river for from 16*s.* to 18*s.* the ton; thence it would be carried to every part of Russia by the Caspian, and the three great water-systems which connect that sea with Petersburgh. When it is considered that coal sells in the Caspian at present for upwards of 3*l.* a ton, and that the woods on the Volga are all being destroyed to supply fuel for the steamers, the advantages of opening the Persian coal-mines will be apparent; but independently of external trade the proper working of these mines would be of incalculable advantage to Persia herself. At present there is an immense consumption of wood and charcoal all over the country, a kind of fuel which is not only more expensive than coal, but which causes the destruction of timber in places where its preservation is of the greatest importance. It is probable that many parts of Persia owe their present entire denudation of trees to the charcoal-burners, who now actually bring this fuel to Tehrán from the forests of Mazandarán, over passes in the stupendous range of the Elburz 11,000 feet high, while there are rich coal-mines at Gázir i Sang, on the level high road between Tehrán and Kazvín, which would abundantly supply both those cities.

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* See Appendix II.

But, besides coal, the mineral resources of Persia are truly remarkable. Perhaps no country in the world is so rich in copper-mines, which are to be found everywhere, and with ore of singular purity; tin is found at Yezd; lead in several places; and silver-mines are said to exist at Rudbar, in Mazandarán and near Tehrán. A collection of specimens lately brought from Mashhad comprises amongst many other kinds of minerals, iron and copper ore, coal, anthracite, vitriol, asbestos, sulphur, marble, rock-salt, rubies, turquoises, and gold dust. If such be the returns to casual inquiry, what, it may be asked, would not the rewards be of scientific research? Certainly with such mineral wealth, with the capability of producing cotton and wool equal to any in the world, and with an inexhaustible supply of timber in the great forests on the Caspian, Persia ought to take, it will be allowed, a very different place among commercial countries from that she holds at present.

(Signed) EDWARD B. EASTWICK.

Appendix I.

The population of Tehrán is probably about 60,000, and is certainly increasing. There are four bazars, and in these some of the karwánsaráís, or lodging-houses for merchants, are very well built, and handsome. The finest bazar was erected by the late Amír Nizám, about twelve years ago, at a cost of 30,000*l.*: it consists of a karwánsaráí and 252 shops; in the karwánsaráí, which is two stories high, there are 96 hujvahs, or apartments. The rent of an upper and lower room taken together is 50 túmáns, about 21*l.*, a-year; a lower room separately costs more in proportion: the whole pays 2,400 túmáns a-year to the widow and daughter of the Amír, and the Maliku't tujjár, or Chief of the merchants. The shops pay altogether 282 túmáns 3 kiráns 10 shahis per mensem, besides 183 túmáns as tax to Government.

The division of trades is as follows:—

Shoemakers	50	Dyers	2
Hatters	40	Goldsmith	1
Linendrapers	69	Grain-dealers	2
Tape and silk-cord makers	20	Cook	1
Tailors	12	Trunkmaker	1
Brokers	13	Counterpane-maker	1
Druggists	5	Confectioners	3
Chandlers	2	Stocking-makers	2
Bankers	5	Bakers	3
Clothiers	5	Colour-makers	4
Money-changers	3		
Tobacconists	5	Total	252
Fruiterers	3		

The bazar, which extends from the Abdu'l'azím gate, or south-east gate of the city, to the gate of the citadel, contains, besides the mint, 27 karwánsaráís, 7 public baths, and 453 shops, distributed as follows:—

Grocers	20	Cooks	8
Bakers	12	Confectioners	6
Druggists	27	Crockery-sellers	6
Saddlers	19	Tailors	16
Tanners	11	Cooks who sell boiled rice only	4
Drapers	26	Ditto, who sell mutton only	5
Tobacconists	23	Shawl-sellers	4
Money-changers	24	Carpet-sellers	8
Grain-dealers	6	Goldsmiths	4
Bankers	18	Makers of iron chafing-dishes	3
Butchers	9	Makers of fire-irons	3
Chandlers	16	Rice-pounders	3
Dyers	6	Makers of plaited patterns in linen, &c.	2
Carpenters	8	Quilt-makers	5
Retail hatters	3	Slopsellers	27
Wholesale ditto	3	Makers of soldiers' shoes ("lapchin")	4
Soup-sellers	4	Cobblers	6
Harness-makers	7	Greengrocers	4
Fruiterers	16	Opium-sellers	3
Makers of the cotton shoe called "ghiwah"	21	Cutlers	5
Brokers	8	Cotton-cleaners	3
Shoemakers	7	Stonehewer	1

Makers of various sweetmeats	17
Locksmiths	3
Comb-makers	4
Carpenters	6
Ironsmiths	3
Farriers	5
Makers of hair ropes	2
Ditto of iron chains	4
Dízípaz, a sort of cooks	5
Bookbinders	3
Kabáb (roast meat) sellers	5
Glovers	13
Silk-mercers	4
Barbers	6
Makers of leathern buckets, &c.	3
Ditto of horse-furniture	12
Gunsmiths	4
Pipe-seller	1
Knife-makers	2
Trunk-makers	3
Closed shops	14
Total	453

In the bazar from the Shimrán to the Abdu'l'azím gate there are 10 karwánsaráís, 5 public baths, and 382 shops, of which 61 are closed, probably owing to the late famine and pestilence. In the bazar of the Sandukdár, or trunkmaker, there are 158 shops, of which 54 are closed. The distribution of trades in both this bazar and the preceding one is much the same as that already detailed. Besides the above, there are several closed shops in the two first-mentioned bazars, and a number of separate shops scattered throughout the city.

Appendix II.

The places where both Customs and Ráhdárí, or Excise, are taken are as follows:—Mashhad, Mashhad-i-Sir, Astarabad and Ashurádah, Barfarash, Tehrán, Burujird, Kermánsháh, Isfahán, Shiráz, Yezd, Karmán, Tabríz, Resht.

Customs only are taken at Bushire, Bandar Abbás, Shushtar.

Ráhdárí only is taken at Tuyeserkan, Hamadán, Kazvín, Zanján, Khoí, Káshán; and in numerous places it is levied more as black mail than as a legitimate charge. If the caravan is weak it is taken, and if strong the payment is resisted.

At Mashhad.—The Customs on manufactures are 1 in 40; on sugar, tea, spices, &c., 1 in 27; Cashmere shawls, each 2 kiráns (about 2*s.* 1*d.*); Bukhárá skins, for ten 3 kiráns; dried fruit, per load 1 kirán; cotton and tobacco, per load 4 kiráns.

The total sum yielded by Customs at Mashhad is said to be 40,000 túmáns. Ráhdárí not known.

Astarabad.—The total of Customs and Ráhdárí for last year is given at 23,442 túmáns 9 kiráns 13½ shahis. Loads to and from Khaiva pay 7 kiráns each. Goods from Astrakhán pay, if in boxes, 8 shahis per púd of 36 lbs.; if not in boxes, 6 shahis. This appears to be Ráhdárí, not Customs.

Tehrán.—The total of Customs for last year is given at 43,435 túmáns, of which 14,000 túmáns is a tax on animals killed by butchers outside the walls, and brought into the city for sale, and 4,835 túmáns is a tax on horses and cows, &c., sold within the walls. Ráhdárí is taken as follows:—cotton piece-goods, per load 4 kiráns; raw cotton, 4 kiráns 5 shahis; sugar, tea, spices, &c., 2 kiráns; oil, butter, &c., 4 kiráns 5 shahis; raisins, syrup, &c., 3 kiráns; tobacco, per load of 8 packets, 3 kiráns 4 shahis; rice, per load 19 shahis.

Tabríz.—The Ráhdárí on European piece goods is 2½ túmáns (about 21*s.*) per load; sugar, tea, and spices, per load 4 kiráns; glassware, 12 kiráns.

The Ráhdárí at Káshír is 7 shahis per load; at Kerman from 5 to 7 shahis.

Grand Duchy of Baden.

Report by Mr. Eden, Her Majesty's Secretary of Legation.

Carlsruhe, July 18, 1861.

AMONG other projected reforms in the Grand Duchy is a new law for securing the free exercise of trades ("Gewerbe freiheit"); the project of this law was laid before an Assembly of influential members of the industrial classes throughout the Grand Duchy, who approved of it generally, and it will this autumn be submitted for confirmation to the Chambers. The principal objects aimed at are, to do away with the innumerable difficulties hitherto laid in the way of persons desirous of establishing themselves in business, and to abolish the restraints imposed upon members of different trades by the statutes of trade corporations and guilds; also to put upon a better footing the relative positions of masters and their apprentices.

The abolition of privileged guilds will prove an inestimable benefit to almost all tradesmen, with the exception of some few who benefited by their old-fashioned and illiberal regulations. I may, as examples, state that hitherto a furniture-maker must either employ in his workshop apprentices of several other trades, or have his work done from home at the establishments of master turners, upholsterers, French-polishers, &c. A worker in metals, in the same way must, employ tinmen, coppersmiths, whitesmiths, or blacksmiths; and so with saddlers, coachmakers, and almost every other trade: no one master can at present combine in his own business all the branches of industry necessary to the completion of the articles he deals in.

The following is a Return of persons employed in trade in the Grand Duchy, showing which are members of guilds, and which are independent:—

Population in 1858.	Total Number of Tradesmen.	Number in Trades not belonging to Guilds.	Number of Trades belonging to Guilds or Corporations.	Number of Corporations.
1,335,952	80,287	19,099	61,188	1,369

The property belonging to the corporations is estimated at over 376,000 florins.

The Grand Duchy was this year the seat of the first of a series of Commercial Diets ("Handels Tag") which met at Heidelberg in May last. Between eighty and ninety German Chambers of Commerce were represented there, and discussed the following subjects:—

1. The constitution of a General German Commercial Diet.
2. The introduction of an uniform system of weights, measures, and coinage throughout Germany.
3. The continuation and extension of the Zollverein at the expiration of the present Treaties.
4. A project of a general commercial law for Germany, and the introduction of commercial tribunals.
5. The abolition of differential treatment of German trade and commerce in foreign lands.
6. The abolition of the Elbe dues, and other transit dues still existing outside the Zollverein.

It is intended that these Diets should be biennial, held at different cities in Germany; whilst the standing Committee reside at Berlin; the latter have lately fixed their capital ("état") at 6,400 dollars, subject to the approval of the different Chambers of Commerce, and under the same conditions have divided the said Chambers into five classes:—the first class will be rated at 200 dollars yearly; the second, at 120 dollars; the third, at 60 dollars; the fourth, at 20 dollars; and the fifth, at 10 dollars. In the first class are such towns as Berlin, Bremen, Frankfort, Hamburgh, Vienna, &c.; in the second, Stuttgardt, Dusseldorff, Hanover, Munich, Mannheim, &c.

Railways.

Annexed is a Return, made up to the 31st December last year, of railways in the Grand Duchy :—

Designation.	Total intended length.	Open.	In course of construction.	Intended to construct.	Observations.
State Railways—	Kilos.	Kilos.	Kilos.	Kilos.	
Mannheim-Waldshut ..	328·89	328·89			
Waldshut, Schaffhausen, and Constance	91·11	..	91·11	..	This line will be ready in 1863.
Heidelberg-Mosbach ..	51·85	..	51·85	..	This line opens next year, 1862.
Durlach-Muhlacher ..	38·51	12·59	13·33	12·59	Was opened to Pforzheim on July 4, 1861.
Oos-Baden	3·70	3·70			
Appenweier to Kehl (to middle of bridge over Rhine)	12·29	11·85	0·44	..	Was completed this spring.
Private Railway—					
Basle-Schaffhausen ..	22·22	..	..	22·22	Will be finished in 1863, by contract. The traffic to be carried on by the State.
Total	548·57	357·03	156·73	34·81	

Length in French kilomètres, 5 = 4 miles English.

By far the most important addition made lately to the rail-communication here has been the junction of nearly the whole of the German railways to France, by means of the bridge over the Rhine at Kehl, connecting the Baden trunk line directly with the Strasburg and Paris, and Strasburg, Lyons, and Marseilles lines ; as the gauge of all these lines is uniform, goods can now be imported direct into almost any part of Germany without breaking bulk, a fact which will, it is hoped, put into the hands of the Railroad Companies the carriage of a great proportion of the merchandize from the south of France, which hitherto has been brought round by Rotterdam and the Rhine into Germany.

Manufacture of Locomotive Steam-Engines.

The manufacture of locomotive steam-engines at Carlsruhe is making great progress ; not only are the engines for home use nearly all manufactured there, but already this spring three complete engines from this factory were shipped off from Mannheim to St. Petersburgh, whilst fifteen more are in hand to be delivered during the course of this summer, nearly the same number having been shipped during the course of last year to the same destination.

Agriculture.

The crops this year promise to be generally above the average ; the first hay crop has already been got in, heavy and in good order. The grain crops, which suffered from the long winter and the protracted drought in the spring and early summer, are now, owing to late heavy rains, promising a crop above the average.

The stone fruit and walnut crops, both of great importance in this country, are an entire failure, the blossoms having been destroyed by late frosts.

The cultivation of tobacco has been for several years past annually diminishing, and this year, owing to the low prices it fetched during the last two years, less is planted than ever. A certain briskness has, however, been introduced into the trade during the last few weeks by the fact of French buyers coming upon the market to purchase these tobaccos for exportation to Algiers, where it would appear the French Government monopoly does not exist ; this has sent up the price of tobacco in the market some 8 to 9 per cent. The manufacture of cigars is also fast falling off; formerly vast numbers were exported to the United States of America, but last year a heavy duty was laid upon imported cigars in America, which, combined with the state of affairs there, has at once put a stop to the export trade from this part of Germany.

Hops, which last year were a most remunerative crop, are very generally taking the place of tobacco in this country ; prices hitherto unheard of, varying from 10*l.* to 16*l.*, having been paid last year for the cwt. of Baden and Bavarian hops. Even this spring in London, whilst American hops were quoted at 5*l.* to 5*l.* 10*s.* per cwt., the South German hops were fetching 12*l.* to 12*l.* 10*s.*

(Signed) WM. EDEN.

Hanover.

Report by Mr. Petre, Her Majesty's Secretary of Legation.

Hanover, July 1861.

THE extension of commercial relations between France and Great Britain, consequent upon the Treaty of Commerce, and the influence which it may have upon the trade of the Zollverein, have apparently awakened the Governments of Germany to the necessity of adopting, without delay, a more liberal commercial policy.

Hanover, as was to be expected from her commercial antecedents, of which I gave a sketch in my Report of last summer, throws no impediment in the way of a successful issue to the important negotiations which are now pending between France on the one hand, and Prussia, as the Representative of the Zollverein States, on the other, for the conclusion of a Commercial Treaty. There are no manufacturing interests of importance clamouring for protection to native industry and capital, as in other States of the Union, to hamper the action of the Hanoverian Government, and the latter have already, as I learn, signified their acceptance of the bases agreed upon at Berlin between the French and Prussian negotiators.

The voice of opposition to the Treaty—if opposition there be—will, it may be assumed, be loudest amongst the manufacturers of Saxony and Southern Germany, but even these can hardly be blind to the obvious result of a continuance of the present high protective duties.

The Treaty between Great Britain and France has opened the markets of the latter to British manufactures; and unless Germany can obtain equivalent advantages, the Zollverein, of which France has hitherto been a good customer in spite of high duties, runs the risk of seeing a valuable trade slip from its grasp, or, at all events, suffer considerably from unequal competition.

A pamphlet appeared not long ago at Berlin, signed "A. D. Hartmann," in which is forcibly represented the paramount necessity, in the interests of the Zollverein, of concluding as speedily as possible a Commercial Treaty with France on the model of that recently concluded by Great Britain. As the subject of this pamphlet is one of great actual interest, I feel justified in giving a short summary of its contents.

The object of the writer appears to be to show—and he does or endeavours to do so by statistical analysis of the conditions of prosperity enjoyed by the two great staples of German industry, iron and steel, and textile manufactures—that the apprehensions of the German manufacturers with respect to the disastrous consequences of the abandonment of the present system of high duties are chimerical, and that not only is the adoption of a more liberal commercial system necessary, under the present altered circumstances, if they would hope to hold their present ground, but that it would result in a considerable expansion of their commercial relations with France, and benefit both consumer and producer.

There is, perhaps, nothing very novel or startling in these conclusions to an English mind, but the process of conviction on these subjects is laborious in Germany, as it was formerly in England, and recently in France.

The Zollverein, according to the writer, has not fulfilled the promise of its earlier career; and he attributes this to the tenacity with which it has clung to protection.

The condition of the iron trade in Germany with reference to that of France, as being the branch of German industry most likely to be affected by the recent Treaty, is reviewed at considerable length.

The reduction of the French duties on English bar and sheet iron will enable the French ironmasters and manufacturers, by cheapening the raw material, to outsell those of the Zollverein even in their own markets. Self-preservation, therefore, requires that the Zollverein should make similar reductions on English iron. The German iron trade, *cæteris paribus*, has nothing to fear from competition with the French.

The cost of fuel—an important element in the matter—is considerably in favour of the Zollverein, as shown in the following comparative statement of the price of coal in the two countries in 1858. Whereas in the manufacturing districts of the Zollverein coal averaged from 12 to 18 francs a ton, it cost—

	Per Ton.		Per Ton.
	Francs.		Francs.
In Bordeaux (English)	24	Département du Puy de Dôme	45
Nantes (English)	30	St. Maur (best English)	50 to 60
Département de la Nièvre	36 to 40	Ditto (inferior English)	40
Argenteuil (Belgian)	30 to 31	St. Denis (English)	25 to 26
Ditto (St. Etienne)	42	Gisors	33
Paris (St. Etienne)	45	Département de la Haute Marne (German)	40
Ditto (Azin)	35	St. Etienne	30
		Département du Bas Rhin	40

The export of coal from the Zollverein, exclusive of coke, amounted in 1858 to 30,390,675 centners (cwt.), of the value of 7,607,595 thalers, of which 14,520,000 centners went to France.

The following comparison shows that the German ironmaster enjoys a similar advantage with respect to the cost and abundance of the ore itself.

In many of the French iron-works the price of the ore is considerably enhanced by their distance from the mines; but in the Ardennes, the seat of an important foundry, it costs 10 francs a-ton at the mouth of the mine. Nassau ore costs the importer 10 francs a-ton at the mine; to which must be added 12 francs export duty, and the cost of carriage: whereas in Saxony in the year 1858 the same quantity cost, in French money, only 8 francs 75 centimes, and in Prussia and other places even less.

An unequivocal proof, however, of the superiority of the productive and manufacturing powers of the Zollverein in this branch of industry is afforded in the quantities of raw and manufactured iron and steel which it exports annually to France. For instance, in the year 1858 (the writer selects that year throughout for his calculations), the following quantities of iron and steel, the produce of the Zollverein States, were imported into France, specified in the French Returns under the usual heads of "Commerce Général," and "Commerce Spécial:"—

	Kilogrammes.		Kilogrammes.
Raw Iron—		Beaten Iron Plates—	
Commerce général	3,185,863	Commerce général	1,136,471
Commerce spécial	1,951,302		
		Steel in Bars—	
Total	5,137,165	Commerce général	309,236
		Commerce spécial	118,494
Bar Iron—			
Commerce général	826,112	Total	427,730
Commerce spécial	8,687		
		Steel Wire—	
Total	834,799	Commerce général	11,417
		Commerce spécial	10,466
Rails—			
Commerce général	442,542	Total	21,883

If this considerable export trade, observes the writer, is carried on in the face of high import duties, the German ironmasters have no reason to fear competition when those duties are reduced to the standard of the Anglo-French Treaty. He sums up the superior advantages enjoyed by the Zollverein over France as follows:—Greater cheapness of the native raw material; smaller outlay in fuel, especially in the employment of coke, instead of charcoal as in France; and the more favourable position of the majority of the great iron works in the territory of the Zollverein, as regards their adjacency to the mines.

The export trade in steel, the manufacture of which has attained a high degree of excellence in the Zollverein, would, in the writer's opinion, derive a special impetus from the conclusion of the Treaty under discussion. The present duties on this article, although not high enough, as the foregoing Return shows, to be actually prohibitive, amount, nevertheless to 30·33 francs per 100 kilogrammes on cast steel ("Guss-stahl"), and to 50·55 francs on steel plates, and must prove a serious check to any further development of the export trade.

In the following Table are enumerated the chief articles in hardware which the Zollverein would be likely to export in a considerably increased ratio under reduced duties. The Return specifies the quantities of each article exported to France in 1858 under the head only of "Commerce Général" (Transit trade), as the present Tariff is prohibitive as regards the same articles imported for home consumption:—

	Kilogrammes.		Kilogrammes.
Cast-iron wares	150.297	Articles in lead and sundry metals ..	4,322
Iron wares	454,909	Polished arms	2,683
Iron and tin-plated wares	7,677	Fire-arms	1,904
Steel wares	2,760	Cutlery	55,303
Copper wares (commoner sorts) ..	696	Copper and brass textiles	9,084
Ditto (finer sorts)	45,660	Ordinary descriptions of hardware ..	103,500
Gilt, copper, and bronze wares ..	1,552	Finer ditto	65,914

It is argued that if, under the system now in force, the exporter of the above articles to France for the transit trade can bear the heavy cost of transport, which the French manufacturer is spared, the same articles will compete successfully for sale in the French markets themselves whenever moderate import duties are substituted for prohibitive.

The saving which will still accrue to the French manufacturer of the cost of transport may be balanced by an equivalent reduction on the part of the Zollverein of the import duties on the foreign primary material of this branch of industry.

As regards engines and machinery of various kinds, either complete or in parts, the interchange between the two countries is trifling, but the balance, such as it is, is in favour of the French exporters, who are enabled, by the drawback which they receive, and which is equivalent to the import duty paid by them on the primary material, to compete in some instance, both with German and British manufacturers in the Zollverein market.

The export, however, on either side, as shown by the following Return for 1858, is inconsiderable:—

Exported from France to the Zollverein, in 1858.		Exported from the Zollverein to France, in 1858.	
	Kilogrammes		Kilogrammes.
Complete steam-engines	12,197	Steam-engines	146,322
Other ditto	141,252	Machines, other than steam	67,963
Fragments of machinery	93,476	Total	214,285
Total	246,925		

The exportation from the Zollverein is limited chiefly to locomotives, in the manufacture of which the Germans have attained considerable excellence. The factories most in vogue are those of "Borsig," "Eggestorff" (Hanoverian), and "Wohlhert," and the establishments at Esslinger and Carlsruhe.

With respect to the paper trade, the writer of this pamphlet considers that no branch of manufacture within the limits of the Zollverein has made more marked improvement, without, however, affording the consumer the benefit of a reduction in price. He attributes this result to the present protective duties (1 thaler per cwt. on coarse printing and packing paper, and 5 thalers per cwt. on the finer sorts), which exclude foreign competition. These duties are oppressive to the consumer, and are levied solely for the benefit of the paper manufacturers. The latter are able to compete with French and British manufacturers in the American markets, and, *à fortiori,* do not stand in need of protective duties to enable them to do so in their own.

The writer makes no allusion, in treating of this subject, to which it is closely allied, to the question of whether the present export duty on rags ought to be maintained, but it would seem to be inconsistent with the general policy which he advocates that they should be.

Finally, upon the important subject of textile manufactures, and of the effect as regards the Zollverein likely to be produced by the adoption of a liberal Tariff, Mr. Hartmann observes that this branch of industry has hitherto existed under analogous conditions in the two countries, protected similarly by almost prohibitive duties from foreign competition, and he draws the apparently fair conclusion that a Treaty between France and the Zollverein would operate no less favourably upon the industry of the latter than the Treaty with Great Britain has already begun to operate in France. He states that since the Treaty in question the manufacture of yarns and stuffs has already begun to attain a higher development in France, owing to the facility of importing under reduced duties improved machinery and tools, and he estimates—I know not on what data—the saving to the consumer already at 12, 15, and 20 per cent.

Although the spinning and weaving industry of the Zollverein in general is below that of the French, it has been able in many articles—in woollen, cotton, and other fabrics—to compete on terms of equality. The natural resources and economical conditions peculiar to each country have given to each a superiority in different classes of manufacture, and increased interchange, therefore, could not but benefit both.

As under the Tariff now in force, the entry into France for home consumption ("commerce spécial") of this class of manufactured goods is, with some exceptions, prohibited, the exports to France are chiefly confined to the transit trade ("commerce général"). The following Return of the export of textile manufactures to France under both heads in 1858 gives an approximate idea of the extent of the trade at present.

	Commerce Général.	Value.	Commerce Spécial.	Value.
	Kilos.	Francs.	Kilos.	Francs.
Linen stuffs—				
Brown linen	11,888	73,943	4,844	30,129
Ditto, bleached or half-bleached	6,840	88,510	975	12,606
Oil-cloth	1,477	5,465	17	63
Sacking	1,839	4,321	1,839	4,321
Linen lace	..	64,939	..	13,312
Fringe and tape, white	563	4,110	547	3,965
Ditto, dyed	2,368	20,364	2,492	21,431
Table-cloths, plain, white	341	5,135	142	2,137
Ditto, unbleached, damask	336	4,051	335	4,039
Ditto, bleached, damask	2,094	36,519	357	6,226
Silk goods—				
Printed foulards	126	9,072	72	5,184
Pure stuffs, plain	45,348	5,305.716	736	86,112
Ditto, figured	4,108	554,580	24	1,925
Stuffs interwoven with silk	29	5,075	11	1,925
Ditto, with gold and silk	3	600	3	600
Mixed stuffs	131,042	9,435,024	..	..
Pure silk gauze	394	74,860	37	7,030
Silk tulle	68	13,600	..	..
Blond lace	..	92,616	..	45
Silk stockings	446	64,670	12	1,740
Pure silk fringe and braid	3,714	464,250	74	9,250
Mixed ditto	3,510	533,720	118	20,296
Silk and satin ribbons	51,085	7,254,070	24,653	3,500,726
Woollen goods—				
Cassimere, &c.	20,662	516,550		
Merino	21,068	421,360		
Cloth	1,112,984	23.929,156		
Various stuffs	298,811	6,573,842		
Shawls embroidered and figured	45,568	2,961,920		
Stockings	42,505	768,342		
Fringes and tapes of pure wool, white	5,243	83,888	128	2,048
Ditto, dyed	118,299	1,892,784	88,205	1,411,280
Ditto, mixed	30,709	675,598	654	14,388
Mixed stuffs	216,284	7,137,372		
Cotton goods—				
Calico, &c., bleached and unbleached	1,078,933	3,614,425		
Ditto, coloured	10.437	56,360		
Ditto, printed	56,368	366,402		
Oil-cloth and tarpaulin	34,093	102,279		
Shawls and pocket-handkerchiefs	95,297	667,079		
Muslin	57,774	1,155,480		
Quilted stuffs, &c.	1,501	8,956		
Cotton lace, hand-made	..	8,260	..	30
Cotton tulle with thread embroidery	..	10,435	..	5,050
Other ditto	2,659	146,245		
Cotton gauze	941	18,820		
Stockings	54,802	520,619		
Fringes and tapes	88,008	880,080		
Mixed cotton stuffs	94,448	760,032		

The total quantity of yarn exported by the Zollverein to France in 1858 under the head of "Commerce général" amounted to 26,000 kilogrammes.

Considering the disadvantage under which, as compared at least with that of Great Britain, the textile industry of the Zollverein labours, the writer looks upon the above as an encouraging exhibition of its exporting power; it must be recollected, he observes, that whereas the British manufacturer purchases his yarn at the lowest possible price, the German has to pay an import duty of 3 dollars per centner (cwt.) on cotton and linen yarn from abroad, the home manufacture being insufficient to meet the demand. This latter circumstance removes the only plausible pretext for the present protective duties in favour of the spinning trade of the Zollverein. Notwithstanding the duty of 3 dollars per centner, 578,437 centners of cotton-yarn were imported into the Zollverein in 1858, and on the other hand, 501,893 centners were exported, so that the duty, which is nothing else than a tax upon the weaving interest, and ultimately of course upon the public, goes into the pockets of the spinners to enable them to sell their yarns at a profit in foreign markets.

I subjoin a comparative statement, lately published, of the total Customs receipts of the Zollverein during the years 1859 and 1860:—

	1860.	1859.
	Dollars.	Dollars.
Import duties	23,484,872	23,105,797
Export and transit duties ..	499,397	651,746
Total	23,984,269	23,757,543

The foregoing figures exhibit an increase in 1860, under the head of import duties, of 379,075 dollars, and a decrease, under the head of export and transit duties, of 152,249 dollars; an increase, therefore, on the total receipts of 226,726 dollars as compared with 1859. Considering, however, that 1859 was an exceptional year, affected by the war in Italy, the increase is trifling and shows clearly that the stagnation of trade continued during the past year.

After deducting the cost of collection there remained for distribution, on the receipts from the import duties, the sum of 20,438,184 dollars, of which Prussia contributed 10,426,204 dollars; Bavaria, 2,660,942 dollars; Hanover, 2,113,509 dollars; Saxony, 1,221,937 dollars; and Wurtemberg, 913,623 dollars.

In the general partition of the receipts, Prussia had to refund to her Confederates the sum of 1,813,698 dollars.

The general receipts for the first quarter of the present year, as compared with the corresponding quarters of the two previous years, show no improvement in the Trade of the Zollverein, as will be seen by the following Return:—

Return of the Customs Duties received in the Zollverein during the first Quarters of 1861, 1860, and 1859.

	1861.	1860.	1859.
	Dollars.	Dollars.	Dollars.
Import duties	4,582,199	4,777,218	5,206,052
Export and transit duties	56,019	98,521	117,763
Total	4,638,218	4,875,739	5,323,815

Showing a decrease in the first quarter of the present year of 237,521 dollars as compared with 1860, and of 685,597 dollars as compared with 1859.

The revenue derived from the excise duty on brandy throughout the States of the Zollverein during the first quarter of the present year exhibits also a considerable decrease as compared with the corresponding quarters of 1860 and 1859, as will be seen by the following statement:—

	1861.	1860.	1859.
	Dollars.	Dollars.	Dollars.
Excise duty on brandy, after payment of the drawback on exportation ..	2,195,435	2,585,722	2,288,293

Being a decrease of 390,287 dollars in the present year as compared with 1860, and of 92,858 dollars as compared with 1859, which was an exceptional year.

There is, however, an increase in the amount of drawback paid upon exported brandy during the above periods, in the following ratio :—

1861	298,000 dollars.
1860	263,000 „
1859	153,900 „

(Signed) GEORGE PETRE.

Brazil.

Report by Mr. Baillie, Her Majesty's Secretary of Legation.

Rio de Janeiro, July 1861.

Finances and Public Credit.

THE Annual Report of the Minister of Finance to the Chamber of Deputies published last June, gives an unsatisfactory account of the present financial condition of Brazil.

During the ten years 1848-58 the public revenue of the Empire increased from 25,204,279 milreis to 49,747,007 milreis. This progress was continuous, with the exception of one interruption in the year 1853-54. Since 1858, however, the revenue has declined each year. In 1858-59 it was 46,919,955 milreis (Table No. 1), being a diminution of 2,827,012 milreis as compared with the preceding year, and in the last financial year 1859-60, the ordinary receipts only amounted to 43,611,506 milreis.

Some of the causes to which this decline in the revenue ought probably to be attributed I mentioned in my last Report; they may, however, be resumed as follows:—

1. Anticipation of the imports in the years 1856-57 and 1857-58.
2. Changes in the Tariff in virtue of the Act of March 27, 1858.
3. Abolition and reduction of duties resulting from the Commercial Treaty of September 4, 1857, with the Republic of Uruguay.
4. The depressed and stagnant condition of trade following the excessive speculation of the previous years of prosperity.
5. Deficiency of labour, and the great irregularity of the seasons, from which all the provinces have more or less suffered.

The receipts of the first half of the current financial year 1860-61 are not yet accurately determined; but, to judge from the elements for the calculation already at the disposition of the Treasury, the increase over the same period of the preceding year is likely to be very small; and as most of the same causes to which the decline in the revenue has been attributed were still in operation up to last December, the only hope of an improved revenue for 1860-61 arises from the additional duties recently imposed, which came into vigour in January of the current year, and which are expected to yield some increase. In fact, the Government have been already obliged to have recourse to the operations of credit in the present year, although there does not appear to have been any increase in the public expenditure. The deficiency is the more sensible from the fact of there having been no balance from the preceding year 1859-60.

The produce of the increased custom duties and other taxes is calculated for the current year at about 3,000,000 milreis, and this added to the revenue for 1859-60, gives the sum of 46,611,506 milreis, about the amount at which the revenue for 1860-61 has been estimated.

The public expenditure has almost doubled in the fifteen years 1844-45 to 1859-60, having increased from 25,458,230$334, in the former to 51,293,399$922 in the latter period; but this increase advanced at a slower rate than the receipts in the interval between 1852-53 and 1856-57, thus leaving a surplus which passed on to the following years.

By a comparison of the reveuue and expenditure for the ten years 1850-60

(Table No. 2), it results that the revenue for 1850-51 was greater than the expenditure, leaving a balance of more than 1,644,000 milreis, which was absorbed in the expenses of the following year. In 1852-53 the revenue exceeded considerably the expenditure, leaving a balance of 6,664,897 milreis, part of which went to cover the deficit of the preceding year. This surplus continued gradually diminishing in the subsequent years which presented deficits, until reduced in 1855-56 to 1,049,498 milreis. In 1856-57 the ordinary revenue rose to the large amount of 52,253,580 milreis, leaving a balance of 11,879,617 milreis, which was gradually consumed in the three following years, owing to the increased expenditure, and in the two last to the diminution which was experienced in the receipts. Finally in 1859-60, the remainder of the above-mentioned surplus became completely extinguished, not being sufficient to cover the expenditure of that year, obliging the Government to have recourse to credit.

The expenditure for 1860-61, calculated according to the Returns received into the Treasury up to the end of last March, and compared with the actual expenditure in the preceding year, is estimated at 51,000,000 milreis, so that if the receipts are not greater than 46,611,506 milreis, there will still be a deficit of more than 4,388,493 milreis.

In the Budget for 1862-63, the public income is calculated at upwards of 50,000,000 milreis, and the expenditure at 51,527,227$815, as follows:—

Ministry of Empire	5,224,254$560
Ditto Justice	3,283,639$501
Ditto Foreign Affairs	900,366$308
Ditto Marine	7,322,411$517
Ditto War	12,596,123$687
Ditto Finance	14,900,405$222
Ditto Agriculture, Commerce, and Public Works	7,210,127$020
	51,527,227$815
Estimating the Revenue at	50,127,304$000
There remains a Deficit of	1,399,923$815

The above estimate of expenditure, it must be observed, does not comprise loss by exchange, payment of various claims upon the Treasury, special credit for public works, &c., 2,000 contos (225,000*l.*) to be paid to the Bank of Brazil for carrying on the redemption of the paper money, in virtue of the Law of July 5, 1853.

In the estimate of the receipts is also not included the branch of revenue termed "depositos," which averages annually from 800 to 1,000 contos (90,000*l.* to 112,500*l.*).

The national debt of Brazil comprises the external debt arising from loans contracted with foreign countries, and the internal debt funded in 6, 5, and 4 per cent. stocks.

The foreign debt amounted in December 31, 1860, to 7,655,000*l.* Of this 4,853,600*l.* is the amount of the original capitals of the foreign loans contracted by Brazil in the years 1824, 1839, 1843, 1852, and 1859. The remainder, amounting to 2,801,400*l.*, comprises two special loans of 1,441,300*l.* and 1,360,100*l.* contracted respectively in London on May 19, 1858, and March 16, 1860, for the Don Pedro Railway Company, and for the Pernambuco Railway, and Union and Industry and Mucury Companies. Of the former loans, the capital paid off in the year ended December 1860, amounted to 152,000*l.*, and 49,600*l.* of the two special loans, amounting altogether to 201,600*l.*

The charge for interest, amortization, management, &c., of the foreign debt for 1862-63, is calculated at 394,234*l.*, with the addition of 398,600*l.* for the paying off the remainder of the 1843 loan at the end of December, 1862.

The internal funded debt amounted on the 31st December, 1860, to 57,757,000 milreis (6,497,662*l.* at exchange of 27*d.*).

The external and internal funded debt of Brazil together amounted, accordingly, at the above-mentioned date, to 14,152,662*l.*

The annexed Table exhibits the total liabilities of Brazil:—

TABLE showing the Total Liabilities of Brazil on March 31, 1861.

		Milreis.	£
Foreign Funded Debt		68,044,444	7,655,000
Internal Funded Debt		67,450,600	7,588,192
Of which held by Brazilians	41,580,400		
" Foreigners	8,880,800		
" National Establishments ..	16,324,200		
" Divers in Provinces ..	665,200		
	67,450,600		
Internal Floating Debt		137,553	15,058
Treasury Bonds in circulation		4,599,500	517,443
Government Paper-money in circulation		37,411,831	4,208,880
Due to Orphan Fund		8,731,646	982,310
Due to Absentees Fund		3,634,051	408,830
Public Deposits		1,636,576	184,114
Debts of various kinds		12,123,463	1,363,889
		203,769,664	22,923,716

The Commission appointed to examine and report on the Budget fixing the revenue and expenditure for 1862-63 represents the debt against the Treasury created by the deficit in the receipts since the year 1856-57 up to the end of 1862-63 at about 10,000,000 milreis (1,125,000*l.*), independent of any additional expenditure which may possibly be resolved upon by the Legislature.

The Commission then goes on to recommend as the first and most necessary duty of the Government in the face of the above-mentioned fact, the curtailment of all expenditure not absolutely indispensable for the present; and states that if this is done there is every reason to expect a considerable reduction in the deficit, from the fact of the Customs receipts having already begun to exhibit signs of improvement, and from the reports of the increase of production in various parts of the Empire. Under these circumstances the Commission consider that it will be sufficient for the present to issue Treasury bills in anticipation of the revenue to the amount of 8,000,000 milreis, and that later the Government will be in a better position for determining the best measures to be adopted, should the financial condition of the country render a further recourse to credit necessary.

The subjoined Tabular Return will show the revenue derived from Customs duties in the three years 1857 to 1860, and the first half of each of the three years 1858-59, 1859-60, 1860-61.

It will be observed that the revenue from the imports in the first half of 1859-60 was 14,510,209$095, while it amounted to 14,527,354$825 in the corresponding period of 1860-61, showing an increase of 17,145$730, or 0·11 per cent.

The port dues and exports for the first half-year of 1859-60 gave a revenue of 2,995,616$864, and in 1860-61, 3,313,243$201, showing an increase of 317,626$337, or 10·6 per cent.

The revenue under the head "Interior and Extraordinary" has undergone a diminution in the same periods of 50·01 per cent. The total revenue, however, derived from the above sources for the first half-year of 1860-61 leaves a balance in favour of the latter period of 181,506$829, or 1·01 per cent.

TABLE showing the Revenue derived from Custom-House Department in the under-mentioned Years and Half-years.

Years.	Imports.	Port Dues and Exports.	Interior and Extraordinary.	First Half-years.	Imports.	Port Dues and Exports.	Interior and Extraordinary.
1857–58	31,613,835$479	6,744,324$715	316,047$929	1858–59	14,745 333$345	2,398,565$989	176,555$205
1858–59	28,958,265 729	7,484,664 421	424,303 326	1859–60	14,510,209 095	2,995,616 864	305,902 940
1859–60	27,180,546 383	5,670,769 685	420,987 614	1860–61	14,527,354 825	3,313,243 201	152,637 102
Average ...	29,250,882 530	6,663,252 940	387,112 956	Average ...	14,594,299 088	2,902,475 351	211,698 382

The Customs revenue for the Province of Rio de Janeiro has exhibited a decided improvement in the last year; that for Pernambuco has somewhat fallen off. During the last three years the excessive droughts have operated most unfavourably upon the trade with Bahia, and the falling off in the last year has been very considerable indeed. The communication with the valuable diamond mines of that province, since the discovery of which the trade with Bahia has so much improved, and on which the import trade mostly depends, was at one time almost entirely cut off owing to the number of pack-mules destroyed by the desolating drought, while the interruption of all supplies to the famishing population of those districts suspended to a great extent the mining operations by obliging numbers of the poorer classes who had escaped actual starvation to emigrate to other parts. In addition to this scourge, which had extended its ravages up to the seaboard, a sudden scarcity of money, caused by a recent Decree of the Government relative to the banks, brought about a commercial crisis which has been most destructive in its results. These causes, however, are necessarily only temporary, and the favourable change in the weather, which began early in the year, gives hope that an abundant harvest will compensate to a certain extent for the failure in the crops last year, and that the province will gradually recover from the effects of the late disastrous years, and return to its normal condition.

The scarcity, however, of labour both in Bahia and, in fact, throughout the northern provinces is a serious obstacle to the development of agricultural industry. It has been felt very much in Pernambuco, and the trade with that port is not improving.

Under these circumstances it may reasonably be feared that the sanguine expectations of an improvement in the Customs revenue may not be so rapidly realized.

Commerce.

The statistics of the commerce of Brazil, which have recently been published, give the following results:—

The value of the imports for 1859-60 was 111,622,684 milreis (12,557,553*l.*); in 1858-59, it was 127,260,197 milreis, being a diminution of 15,558,509 milreis, or 12·2 per cent. In the five preceding years, the average annual value of the imports was 112,144,249 milreis; from this, consequently, compared with that for 1859-60, there results a diminution for the latter period of 521,565 milreis, or 0·46 per cent. The annexed Table No. 3 shows the different countries from whence the merchandize imported has been derived.

The exports amounted in value to 112,950,011 milreis for 1859-60, equivalent to 12,706,860*l.*; their value on the preceding year only amounted to 106,782,222 milreis, showing an increase of 6,167,789 milreis, or 5·77 per cent., and compared with the average of the five preceding years, which was only 100,532,000 milreis, an increase of 12,418,005 milreis, or 12·3 per cent. Tables Nos. 4 and 5 show the different countries to which the various articles of merchandize were exported, and the proportion contributed by each province.

The total value of the imports and exports combined for 1859-60 amounted to 224,572,695 milreis, less by 9,390,720 milreis than that for 1858-59, or 4·01 per cent., and greater by 11,896,440 milreis, or 5·59 per cent., than that of the five previous years, as may be seen from the following figures:—

1858–59.		
Importation ..	127,181,193$000	
Exportation ..	106,782,222 000	233,963,415$000
1859–60.		
Importation ..	111,622,684$000	
Exportation ..	112,950,011 000	221,572,695 000
		9,390,720$000

1859–60.	
Importation and Exportation ..	224,676,225$000
1854–55 to 1858–59.	
Average Importation and Exportation	212,676,255 000
	11,896,440$000

Comparing the average annual value of the importation during the five years 1853-54 to 1859-59, with the value for 1859-60, according to the annexed Table No. 6, a diminution for the latter year of 521,565 milreis, or 0·46 per cent., may be observed.

The importations from France for 1859-60 exceeded those of the previous year by 911,687$509, and there was an increase of exportation to France of 3,715,854 milreis. As regards Great Britain, a similar comparison shows a diminution of imports of 12,990,540$398, and an increase of exports of 4,068,459 milreis.

The value of the importations from the United States in 1859-60 was less than that in the preceding year by 438,712$571, and that of the exportations to the United States by 5,631,536 milreis,

From Table No. 7 may be seen the principal articles imported into Brazil for the year 1859-60, with a comparison of their value with the average of the five preceding years.

The principal items of increase in the importation from foreign countries into Brazil were, oils, salt beef, coal and coke, chemicals, wheaten flour, ironmongery, iron, machinery, butter, silk manufactures, gold and silver work, paper, salt, wine.

There has been a falling-off in cotton, woollen and mixed goods, earthenware and glass.

The disturbances in the United States may be expected to affect considerably the trade with this country in various articles, especially flour, which is largely imported in exchange for coffee, and which has already begun to increase very rapidly in price.

The principal articles exported from Brazil in 1859-60, compared with two preceding quinquennial periods as to their quantities and values, will be seen from Table No. 9.

From that Table it appears that the coffee imported from Brazil in 1859-60 amounted to 10,307,651 arrobas, or 2,061,530 bags, the value being 60,238,436 milreis (about 6,776,820*l.*). Compared with the two periods 1849-54 and 1855-59, the export of coffee for 1859-60 was greater than the average during the period 1849-54, and less than that during the period 1855-59; the value, however, it will be observed, exported in 1859-60 was very much greater than in both the preceding periods.

Cotton, sugar, cocoa, hides, and diamonds present a considerable decrease in the quantities exported in the last year as compared with the two preceding periods indicated in the Table. Some increase, however, is to be observed in the exports of tobacco, indian-rubber, matte, and gold.

The coffee crop for 1860 is said to have been the largest ever known in this province. Some symptoms of a blight in the coffee-plants appeared in the early part of this year which caused considerable alarm. The injury has been discovered to arise from the operations of a very small insect, but the extent of the evil is by no means so great as was at first supposed. The crop, however, this year is not at any rate expected to be very abundant.

The coffee exported from Bahia in 1860 amounted to 46,168 bags, against 55,324 bags in the preceding year; the average price, 5$425 the arroba, and value, 107,492*l.*

Almost all the products of this province have fallen off considerably during the last year, in consequence of the excessive droughts which commenced in 1858. Cotton, which has been very much neglected of late years, exhibited a still further diminution in the last year, the quantity exported having been only 1,411 bales, against 2,392 in 1859. The cotton from Maranham amounted to 240,777 arrobas, against 638,679 in 1859; from Pernambuco, 130,765 arrobas, against 83,457 in 1859; from Parahyba, 221,560 arrobas, against 156,151 in 1859; from Ceará, 77,581 arrobas, Alagoas, 152,951, against 74,314 arrobas and 167,024 arrobas respectively in 1859.

The sugar exported from the under-mentioned provinces for 1859-60 was as follows:—

	1859.	1860.		1859.	1860.
	Arrobas.	Arrobas.		Arrobas.	Arrobas.
Rio de Janeiro	636,250	171,599	Parahyba	800,075	841,918
Bahia	3,337,018	991,606	Ceará	197,258	147,083
Pernambuco	4,528,716	2,903 982	Alagoas	426.818	242,782

The following Table will show the average prices of coffee, sugar, and cotton in 1859-60:—

	1859.	1860.		1859.	1860.
Coffee .. .. arroba	4$489	5$844	Sugar (Muscovado) .. arroba	2$404	2$439
Sugar (white) .. ,,	3 252	3 997	Cotton .. .. ,,	4 834	7 529

Shipping.

The shipping movement has exhibited but little increase in the year 1859-60. The Return of the number of ships entered and cleared during the year was as follows:—

		Tons.
Entered	2,619 ..	916,268
Sailed..	2,768 ..	1,010,098

This number compared with the shipping for 1858-59, presents a diminution of 578 ships, and an increase of 13,343 tons; and with the average of the four preceding years, a diminution of 173 ships, and an increase of 356,931 tons. Of these, 459 vessels were Brazilian; 327 with 29,081 tons entered, and 142 with 25,283 tons sailed.

From the annexed Table (No. 10) will be seen the number of vessels which have entered the ports of Brazil during the years 1855-60.

Agriculture.

In my last Report I gave some account of the principal articles of Brazilian produce, and I mentioned the provinces and districts of the Empire which were most suited for their growth, and the progress that had been made generally in the development of agricultural industry in Brazil, both previous and subsequent to the final abolition of the Slave Trade. It will, therefore, be unnecessary for me to travel over the same ground again at present. It may, however, be useful to make a few remarks on the subject of the cultivation of cotton in Brazil, which has now become a matter of some importance, and on the probability of any increase in supply.

There is, I believe, no doubt that excellent cotton can be produced, as far as the climate and soil are concerned, throughout the whole Empire.

The small quantity now produced in Rio Grande do Sul is said to be of the best quality. The climate is temperate and suited to European labour; foreign emigration, which has generally failed in Brazil, has succeeded in that province better than in any other. There is a considerable opening and encouragement for the better class of European colonists; and with the cordial and energetic aid of the Government, there does not appear any reason why the cultivation of cotton in that province should not be greatly developed.

In addition to these provinces, which are at present the principal cotton-growing districts of the Empire, the Province of Pará is said to contain immense tracts of land admirably adapted to the cultivation of this article, but the productiveness of the country is at present extremely limited by the scarcity of capital and labour, and the only hope of an increase of the latter is the better success of foreign emigration, which certainly, at the present moment, does not afford a very favourable prospect.

The Resolution, however, lately passed in the Prussian Chamber of Deputies, for the object of preventing emigration to Brazil, seems to have created very great excitement and alarm in this country. The whole subject is being at this moment discussed in the Brazilian Chamber of Deputies. The mistakes, abuses, and mismanagement which have taken place appear to be pretty generally acknowledged, and the Government are, I believe, fully alive to the necessity of taking some decided steps for remedying the evils complained of, and putting the system of emigration to this country on a better and more durable footing. Should these efforts be successful, I see nothing to prevent the progress of agricultural industry in Brazil. On the other hand, if this country is left to its own resources, and deprived of foreign labour, the Northern provinces will probably be gradually drained of their slave population, and the symptoms of retrogression which have already made their appearance will become more and more manifest every year.

(Signed) EVAN P. M. BAILLIE.

(No. 1.)—PUBLIC INCOME of the Empire in 1856–57, 1857–58, 1858–59, and 1861–62.

Heads of Income.	1856–57.	1857–58.	1858–59.	Average of 3 years.	Estimate for 1861–62.
IMPORTATION.					
Duties on Consumption	32,025,391 $471	31,288,211 $119	28,017,235 $765	30,443,612 $785	30,443,613 $000
Duties on transhipment and re-exportation	25,014 060	31,930 547	27,321 676	28,088 761	28,089 000
Ditto to Africa	1,088 833	2,239 030	896 007	1,407 956	1,408 000
Charge for foreign goods conveyed in coasters exempt from duty on consumption	360,605 857	402,155 554	344,542 860	369,101 423	369,101 000
Ditto for goods of the country	52,715 833	62,031 989	55,286 897	56,678 240	56,678 000
Ditto for free goods	17,078 782	13,899 144	49,381 095	26,786 340	26,786 000
Warehouse-rent	138,014 321	185,803 163	291,265 501	205,027 662	205,028 000
Duty on Custom-house notes	236,354 137	227,128 610	175,088 716	212,857 154	212,857 000
	32,856,253 294	32,213,399 156	28,961,018 517	31,343,560 321	31,343,560 000
PORT DUES.					
Anchorage	180,496 675	175,521 034	192,697 486	182,905 065	182,905 000
Duty of 15 per cent. on purchase of foreign vessels	16,109 252	45,535 098	30,612 344	30,752 231	30,752 000
Duty of 5 per cent. on purchase and sale of vessels	52,839 646	43,421 067	55,747 784	50,669 499	50,669 000
	33,105,698 867	32,477,876 355	29,240,076 131	31,607,887 116	31,607,886 000
EXPORTATION.					
Duty of 15 per cent. on Brazil wood	... ...	... ...	... ...	... ...	50,000 000
Duty of 7 per cent. reduced to 5	6,767,336 044	6,554,583 889	7,245,995 424	6,855,971 786	5,122,719 000
Duties of 2 per cent.	2,464 315	15,490 044	16,811 220	11,588 526	11,589 000
Duty of 1 per cent. on gold in bars	1 320	607 315	435 393	348 009	348 000
Duty of ½ per cent. on diamonds	20,184 000	10,993 500	15 215 250	15,464 250	15,464 000
Charge for dispatching	121,013 100	80,216 501	94,105 803	98,445 135	98,445 000
INTERIOR.					
General Post Office receipts	270,874 614	297,837 100	287,655 555	285,489 089	285,489 000
Mint receipts	62,060 328	45,132 541	17,910 475	41,701 115	41,701 000
Seignorage on silver	36,568 003	51,475 527	68,538 378	52,193 969	52,194 000
National typography receipts	146,303 120	172,725 830	13,256 330	110,761 760	110,762 000
Powder manufactory	5,049 748	3,145 140	3,567 705	3,920 864	3,921 000
Iron-foundry of Ypanema	11,020 020	15,559 930	14,107 645	13,562 532	13,563 000
Arsenals	16,409 179	13,696 987	13,241 198	14,449 121	14,449 000
Rent of national property	46,485 942	101,257 735	41,766 115	63,169 931	63,170 000
Rent of diamond territory	41,948 280	53,048 644	50,453 085	48,495 336	48,495 000
Rent of shore lands	7,010 851	8,205 325	8,741 206	7,985 794	7,986 000
Transfer fees	6,174 027	11,555 730	8,666 336	8,798 697	8,799 000
Tax of "sisa" on transfer of real property	2,086,935 468	2,352,640 985	1,997,821 587	2,145,799 317	2,145,799 000
Tithe on 1 league of land	6,432 030	6,496 422	15,389 235	9,439 229	9,439 000
Ditto of Corporations	72,209 477	75,982 636	86,851 430	78,347 848	78,348 000
Tax on diplomas and honorary distinctions	251,075 148	269,081 469	232,429 704	250,862 107	250,862 000
Ditto on Commissions of officers of National Guard	94,034 587	67,605 807	129,693 268	97,111 220	97,111 000
Chancery dues	53,932 948	60,641 706	50,711 535	55,095 396	55,095 000
Duty on honorary orders	1,920 000	1,600 000	15,570 000	6,363 333	6,363 000
Matriculations of law and medical students	86,179 802	92,399 000	97,610 800	92,063 200	92,063 000
Fines	109,584 950	132,418 210	103,861 703	115,284 954	115,285 000
Stamp duties	1,413,379 613	1,571,771 089	1,610,429 818	1,531,860 173	1,531,860 000
Premiums on public deposits	7,226 079	9,389 712	13,960 621	10,192 138	10,192 000
Profits	51,800 166	74,442 281	142,196 600	89,479 682	89,480 000
Impost on brokers and auctioneers	32,070 500	33,235 700	32,993 080	32,766 426	32,766 000
Ditto on shops, &c.	810,720 485	859,061 527	858,514 641	842,765 551	842,766 000
Ditto on warehouses of foreign furniture, linen, &c.	14,840 000	16,920 400	23,680 000	18,480 133	18,480 000
Ditto on boats employed on rivers	16,991 005	16,268 464	13,734 808	15.664 759	15,665 000
Ditto 8 per cent. on lotteries	518,400 000	646,240 000	593,600 000	586,080 000	586,080 000
Ditto 8 per cent. on lottery prizes	258,760 082	300,840 000	288,860 000	282,820 027	282,820 000
Ditto on mining	36,382 953	22,349 634	16,049 179	24,989 922	24,990 000
Tax on slaves	157,832 263	302,296 469	287,973 239	249,367 324	249,367 000
Sale of Brazil wood	104,504 778	55,624 666	40,000 000		
Ditto public lands	... ...	... ...	5,336 500	5,336 500	5,337 000
Recovery of active debt	225,603 304	196,852 686	173,489 210	198,648 400	198,648 000
Revenue, not classified	5,017 935	7,153 499	85,070 100		
MUNICIPAL RECEIPTS OF THE TOWN OF RIO.					
Grant of water-fountains	... ...	... ...	24,830 782	24,830 782	24,831 000
Tithes	23,001 429	20,971 807	16,393 836	20,122 357	20,122 000
Tithes on town property	779,800 121	831,552 222	907,865 363	839,739 235	839,739 000
Impost on spirits	236,505 242	290,983 138	164,918 674	230,802 351	230,803 000
Ditto on cattle for consumption	134,790 200	135,816 400	135,735 200	135,447 267	135,447 000
Tax of "meia sisa" on sale of slaves	135,373 202	119,587 721	136,458 371	130,473 098	130,473 000
Stamp duty on inheritances and legacies	206,721 394	272,632 077	149,145 028	209,499 499	209,500 000
Warehouse-rent of spirits	... ...	24,620 120	11,793 880	18,207 000	18,207 000
Sundry and eventual receipts	15,572 130	46,475 279	24,776 415	29,937 942	26,617 000
EXTRAORDINARY.					
Monte Pio contribution	3,715 542	3,274 953	1,570 932	2,853 809	2,854 000
Restitutions	241,840 567	221,746 180	154,439 609	206,008 785	206,009 000
Interest of stock belonging to the Treasury	6,179 790	303,436 860	361,861 692	223,826 114	223,826 000
Sale of National property	47,611 231	68,314 209	76,136 997	64,020 812	64,021 000
Eventual receipts	242,868 545	322,739 766	128,610 214	231,406 175	213,406 000
DEPOSITS.					
Loan from Orphan Fund	1,632,245 747	1,740,078 183	1,450,910 091	1,607,744 674	1,607,745 000
Property of dead and absent	956,140 507	375,023 029	844,773 584	725,312 373	725,312 000
Lottery premiums	33,901 000	62,166 943	48,110 000	48,059 314	48,059 000
Wages of free Africans	4,856 862	5,043 033	3,676 362	4,525 419	4,525 000
Sundry deposits	972,550 396	1,481,848 338	1,066,787 210	1,173,728 648	1,176,051 000
	52,756,109 $236	53,411,166 $713	49,765,154 $547	51,904,596 $353	50,221,343 $000

RECAPITULATION.

Heads of Income.	1856–57.	1857–58.	1858–59.	Average.	Estimate for 1861–62.
Importation	32,856,263 $294	32,213,399 $156	28,961,015 $517	31,343,560 $321	31,343,560 $000
Port Dues	249,445 573	264,477 199	279,057 614	264,326 795	264,326 000
Exportation	6,910,998 779	6,661,891 249	7,372,563 090	6 981,817 706	5,298,565 000
Interior	7,065,737 685	7,945,088 851	7,443,721 086	7,389,345 877	7,389,345 000
Municipal Receipts of town of Rio	1,531,753 718	1,742,638 764	1,571,917 549	1,638,059 531	1,635,739 000
Extraordinary	542,215 675	919,511 968	722,619 444	728,115 695	728,116 000
	49,156,414 724	49,747,007 187	46,350,897 330	48,345,225 925	46,659,651 000
Deposits	3,599,694 512	3,664,159 526	3,414,267 247	3,559,370 428	3,561,692 000
	52,726,109 $236	53,411,166 $713	49,765,154 $547	51,904,596 $353	50,221,343 $000

(No. 2.)—COMPARISON of the Revenue and Expenditure of the Empire, 1852-59.

Expenditure.	1852–53.	1853–54.	1854–55.	1855–56.	1856–57.	1857–58.	1858–59.
Ministry of Empire	4,400,084 $498	4,781,379 $085	6,000,712 $854	7,992,885 $206	6,656,227 $301	8,342,889 $954	11,032,571 $282
„ Justice	2,190,527 299	2,478,187 914	2,862,494 629	2,873,960 704	3,309,732 618	3,370,665 458	4,188,237 570
„ Foreign Affairs... ...	816,730 301	1,389,551 440	1,108,403 516	640,462 375	639,374 130	1,598,670 157	886,971 959
„ Marine	4,473,296 466	5,299,643 194	6,066,008 190	5,201,161 924	5,510,457 578	10,496.297 671	9,461,536 127
„ War	8,190,301 670	9,142,063 818	10,637,965 905	11,013,196 528	10,641,768 406	14,207,026 416	11,817,862 748
„ Finance...	10,858,392 060	13,143,663 604	12,064,734 694	12,520,981 970	13,373,963 436	13,365,901 250	14,950,409 502
Total Estimates, per respective Budgets	30,929,332 294	36,284,489 055	38,740,319 788	40,242,648 707	40,373,963 436	51,741,450 906	52,337,589 288
Revenue	37,594,229 730	40,216,567 596	40,715,433 758	41,292,147 282	52,252,580 520	63,006,649 823	59,031,353 498
Surplus	6,664,897 436	3,282,078 541	1,975,113 970	1,049,498 575	11,879,617 084	11,250,992 917	6,312,772 830

The Return for the above-mentioned years includes for each year the surplus of the preceding year.
The surplus which passed on from 1852–53 to 1853–54 was 4,244,571$240; the sum of 2,420,326$196 being deducted to cover the deficit for 1851–52.
The revenue and expenditure for 1859–60 amounted respectively to 50,671,674$782 and 51,293,399$922, leaving a deficit of 621,725$140.

(No. 3.)—STATISTICS of the Commerce of Brazil during the Financial Year 1859-60.

IMPORTATION.

Whence Imported.	Value per Custom-House's valuation.	Value in British Sterling.	Imported in the Year 1858–59.
	Milreis.	£	Milreis.
Great Britain and her Possessions	54,600,474	6,142,553	67,591,015
France and her Possessions	19,353,461	2,177,264	18,441,773
Hanseatic Towns	3,828,250	430,678	6 590,916
Portugal and her Possessions	6,957,494	782,718	7,241,069
Spain and her Possessions	1,755,678	197,513	1,609,258
Belgium	2,424,161	272,718	1,948,557
Sweden and Norway	312,561	35,163	503,918
Sardinian States	696,355	78,339	812,914
United States	12,889,591	1,450,078	13,328,303
Chili	663,963	74,695	902,068
River Plate	4,921,198	553,634	5,407,252
Russia	12,004	1,350	33,278
Austria	1,484,867	167,047	1,244,526
Denmark	77,081	8,671	44,509
Holland and her Possessions	117,360	13,203	129,756
Ecuador	38	5	22,845
Ports of the Empire	645,539	72,623	1,036,156
Ports not specified	635,487	70,491	52,225
Fishery	6,470	727	5,990
Africa	249,627	28,083	321,869
	111,622,687	12,557,553	127,268,197

	Milreis.
Importation amounted in 1858–59 to	127,268,197
Ditto ditto 1859–60	111,622,687
Difference in favour of the former Year	15,645,510

Or, £1,760,119 sterling.

AMOUNTS of the Importations at the different Ports of the Empire of Brazil, in the Year 1859–60.

	Milreis.		
At Rio de Janeiro	60,229,412	or	53·96 per cent.
Bahia	16,205,951		14·51 „
Pernambuco	18,214,630		16·31 „
Maranham	3,141,352		2·81 „
Pará	4,709,896		4·21 „
Rio Grande do Sul	6,351,047		5·68 „
St. Paulo, Paraná, Paraiba, Ceará, and Santa Catharina ..	1,847,007		2·52 „
Alagoas, Sergipe, Espirito Santo, Rio Grande do Norte, and Piauhy	923,392		
	111,622,687		100·00 „

(No. 4.)—EXPORTATION.

Destination.	Valuation in Brazilian Currency.	Value in British Sterling.	In 1858-59. Brazilian Currency.
	Milreis.	£	Milreis.
Russia	498,669	56,100	
Sweden	2,090,169	235,144	
Denmark	458,811	51,606	
Hanseatic Towns	3,721,872	418,710	3,320,314
Belgium	500,306	56,284	284,949
Holland	270,414	30,421	79,614
Great Britain and her Possessions	43,023,769	4,840,174	38,955,310
France and her Possessions	13,687,905	1,539,889	9,972,051
Spain and her Possessions	508,202	57,172	889,425
Portugal and her Possessions	6,107,317	687,073	4,400,097
Austria	695,718	78,268	
Sardinian States	428,320	48,187	994,948
Turkey	895,258	100,716	
Greece	14,188	1,596	
The United States	31,857,880	3,584,011	37,489,416
Chile	1,159,641	130,459	1,016,449
River Plate	5,665,323	637,348	5,516,810
Ports of the Baltic, Mediterranean, &c.	1,366,248	153,702	3,862,841
	112,950,010	12,706,860	106,782,224

		Milreis.
Exportation in	1857-58	96,199,736
Ditto	1858-59	106,782,224
Ditto	1859-60	112,950,010
		315,931,970
Average Exportation in three Years		105,310,656 per annum.
		Or, £11,847,448 sterling.

(No. 5.)—AMOUNTS of Exportation from each Province during the Year 1859-60.

	Milreis.			Milreis.	
Rio de Janeiro	57,592,639 or	50·8 per cent.	Paraiba	3,385,884 or	2·99 per cent.
Bahia	10,822,944	9·58 „	Ceará	1,356,571	1·20 „
Pernambuco	11,105,818	9·83 „	Alagoas	1,606,064	1·42 „
Maranham	2,511,210	2·22 „	Santa Catharina	202,413	0·179 „
Pará	5,912,860	5·23 „	Sergipe	479,497	0·424 „
Rio Grande do Sul	7,800,962	6·90 „	Rio Grande do Norte	678,111	0·600 „
San Paulo	7,633,610	6·75 „	Piauhy	159,155	0·140 „
Paranha	1,702,282	1·50 „			
				112,950,010	100·0 „

(No. 6.)—TABLE showing the respective Values of Importations into Brazil in 1859-60, compared with the Amounts of Importation, during the preceding Quinquennial, and their average Amounts.

Where imported.	In 1859-60.	Averages of preceding Quinquennial.	Where imported.	In 1859-60.	Averages of preceding Quinquennial.
	Milreis.	Milreis.		Milreis.	Milreis.
Rio de Janeiro	60,229,421	60,718,546	Antonina	2,260	2,260
Bahia	12,205,951	17,276,777	Parahyba do Norte	140,249	166,626
Pernambuco	18,214,621	19,720,508	Fortaleza (Ceará)	906,061	948,365
Maranham	3,141,352	3,226,010	Santa Catharina	175,962	78,469
Pará	4,709,896	3,692,604	Alagoas	158,491	203,707
Rio Grande de Sul	5,206,198	2,748,463	Sergipe	27,178	37,824
San José de Norte		1,309,300	Espirito Santo	469	419
Porto Alegre	687,961	453,736	Rio Grande do Norte	511,699	273,075
Uruguayana	456,888	409,927	Parnaiba	225,552	134,230
Santos	567,532	440,618			
Paranaguá	54,943	302,785		111,622,684	112,144,249

(No. 7.)—Values of Merchandize imported into Brazil in 1859-60, and the average Values of Importation in the preceding Quinquennials.

Description of Merchandize.	In the year 1859–60.	In the Five preceding years, 1854–58.	Description of Merchandize.	In the year 1859–60.	In the Five preceding years, 1854–58.
	Milreis.	Milreis.		Milreis.	Milreis.
Oils	1,045,278	823,755	Linen goods	2,948,940	2,883,618
Salt-fish	3,002,916	3,374,672	Silk goods	3,271,560	2,993,190
Spirits	1,176,897	1,050,028	Mixed goods	2,083,585	3,663,311
Boots and shoes	1,571,286	1,196,307	Wrought gold and silver	4,078,606	3,817,337
Salt beef and pork	3,463,384	2,482,807	Paper	1,012,020	897,123
Coal and coke	2,119,607	1,627,271	Gunpowder	570,893	507,639
Hats	1,766,176	1,053,464	Ready-made clothes	1,638,662	1,010,700
Drugs	2,099,071	1,199,108	Salt	1,126,711	935,676
Wheaten flour	10,447,710	6,502,945	Wine	4,685,323	3,381,133
Ironmongery	5,791,372	5,054,054	Other articles not specified	13,697,924	16,281,629
Iron	1,114,263	947,117			
Earthen and glassware	1,582,058	1,935,368	Coins	4,045,184	7,480,631
Machinery	907,239	356,499	Leather	903,966	951,229
Butter	2,390,389	1,757,087			
Cotton goods	27,346,766	31,177,553		111,622,684	112,144,249
Woollen goods	5,734,898	6,312,998			

			Milreis.
Amount of Importations in Quinquennial of		1844–49	264,080,906
Ditto	ditto	1849–54	402,145,994
Ditto	ditto	1854–59	560,721,254
Total amount (in 15 years) in sterling £138,031,667			1,226,948,154

(No. 8.)—Amount of the Value of Brazil produce, according to the Custom-house valuations, exported from Brazil during the Quinquennial of 1855-59.

Articles.	Brazilian Currency.	Quantities.	Articles.	Brazilian Currency.	Quantities.
	Milreis.			Milreis.	
Rum	3,807,608	2,366,170 galls.	Tobacco	12,240,316	75,559,712 lbs.
Cotton	29,757,411	156,333,408 lbs.	Horse-hair	13,120,013	4,449,184 „
Sugar	13,187,840	164,854,496 „	Cocoa	5,631,448	32,087,366 „
Coffee	234,611,818	1,632,686,360 „	Caoutchouc	10,360,567	20,642,848 „
Salted hides	20,790,537	77,981,880 „	Mate	8,301,364	61,930,624 „
Dry hides	14,658,360	59,110,112 „			
Diamonds	17,093,774	7,122 ozs.		383,561,057	

Average exportation per year in this Quinquennial .. 76,712,212 milreis, or £8,630,124.

(No. 9.)—Table showing the Quantities and Values of the Exportations from Brazil in 1859-60, compared with the two preceding Quinquennial Periods.

Description of Merchandize.	First Period, 1849–50 to 1853–54.		Second Period, 1854–55 to 1858–59.		1859–60.	
	Average Annual Value.	Average Quantity Exported.	Average Annual Value.	Average Quantity Exported.	Value.	Quantities Exported.
	Milreis.		Milreis.		Milreis.	
Aguardente	596,227	Can. 2,658,640	1,087,628	Can. 2,677,927	570,486	Can. 1,473,334
Cotton	5,132,040	Arrobas 956,237	5,898,387	Arrobas 1,029,491	6,375,896	Arrobas 846,773
Sugar	15,776,518	„ 8,654,252	32,361,360	„ 8,243,906	15,734,572	„ 5,803,433
Horse-hair	306,330	„ 47,082	420,206	„ 44,664	364,596	„ 39,359
Cocoa	614,378	„ 276,506	1,097,826	„ 216.083	1,456,276	„ 255,607
Coffee	31,547,678	„ 8,850,194	48,850,460	„ 11,718,762	60,238,436	„ 10,307,651
Salt hides	2,213,842	No. 472,541	3,772,157	No. 495,033	6,428,582	No. 576,640
Dry hides	2,484,611	Arrobas 532,768	3,402,399	Arrobas 425,243	3,281,173	Arrobas 422,677
Diamonds	1,908,720	Oitavas 6,362	3,541,978	Oitavas 11,802	3,132,000	Oitavas 10,440
Tobacco	1,563,641	Arrobas 499,224	2,592,483	Arrobas 524,290	4,022,454	Arrobas 684,297
India-rubber	1,452,493	„ 105,784	1,966,555	„ 135,671	3,419,038	„ 172,310
Matté	703,675	„ 404,147	1,865,761	„ 464,257	2,052 068	„ 569,710
Gold dust and bars	680,091	Oitavas 187,744	379,735	Oitavas 105,094	1,402,031	Oitavas 385,215

(No. 10.)—RETURN of the Number of Brazilian and Foreign Vessels which have frequented the Ports of Brazil during the years 1855-60.

Ports of Brazil.	Number of Vessels.		Number of Crews.		Tonnage.	
	Arrived.	Sailed.	Arrived.	Sailed.	Arrived.	Sailed.
Rio de Janeiro	5,648	5,543	72,101	68,831	2,534,114	2,456,853
Bahia..	1,633	1,660	19,462	19,762	527,487	559,817
Pernambuco	2,122	2,125	24,535	24,928	493,218	678,977
Maranham	379	377	4,938	4,199	101,675	126,986
Pará	505	517	5,641	5,815	136,773	144,203
Rio Grande do Sul	2,516	1,456	10,613	7,464	176,466	182,467
Santos	377	386	3,502	3,842	124,571	128,994
Paranaguá	231	265	2,400	2,724	67,363	73,795
Parahiba	356	347	4,195	4,092	121,652	118,651
Ceará	107	105	1,336	1,324	37,071	37,400
Santa Catharina	212	204	3,033	2,720	51,134	49,100
Alagoas	207	202	2,750	2,688	83,268	83,801
Sergipe	116	121	790	846	23,651	24,679
Rio Grande do Norte	80	80	946	942	25,607	25,709
Parnahiba	21	25	235	267	5,065	5,491
Totals	14,510	..	156,477	..	4,509,115	

National vessels	2,038	National crews . ..	9,334	National tonnage ..	153.966
Foreign vessels	12,472	Foreign crews.. ..	147,143	Foreign tonnage ..	4,355,149
Total	14,510	Total	156,477	Total	4,509,115

Bavaria.

Report by Mr. Bonar, Her Majesty's Secretary of Legation.

Munich, July 15, 1861.

CONSIDERABLE fears had been for a length of time entertained as to the general results of the present year's harvest, but this suspense has been happily dissipated, and the returns now promise to be both abundant and of superior quality throughout the kingdom.

Tobacco.

The cultivation of tobacco, so wide-spread and important in the South-West of Germany, had decreased in the last years to such an extent as to cause grave apprehension lest the closing of several of the cigar manufactories should leave a numerous class of workpeople unemployed, whilst large tracts of ground, exhausted as they soon become by the trying processes peculiar to the cultivation of the tobacco plant, should at the same time remain hardly available for other produce.

Whilst the Bavarian Rhine Palatinate and other provinces were already greatly depressed by such prospects, a final blow was given to their hopes by the provisions of the new Customs Tariff recently promulgated in the United States of America, which raised nearly three-fold the duty hitherto levied in that country on the European tobacco leaf.

Accordingly the number of tagwerke (Bavarian acres) devoted to tobacco cultivation in the kingdom of Bavaria, which stood at 20,179 in the year 1857, fell to 17,397 in 1858; 13,934 in 1859; 11,575 in 1860; equal to an decrease of 8,600 acres or tagwerke, or not far from one-half, in the course of three years; whilst the average price also fell from 15 florins 32 kreutzers in 1857, to 9 florins 45 kreutzers in 1860, for the centner, or Bavarian cwt. of the dried leaf.

The number of cigars manufactured in the Bavarian province, the Rhine Palatinate, alone has been estimated for the last ten years at an average of 200,000,000, of which circa 100,000,000 or 125,000,000 are said to have been exported to America. The number of hands employed in the Rhine Palatinate (the principal tobacco-growing district of Bavaria) was circa 4,000—in great part women and children; whilst their wages amounted to about 600,000 florins (50,000*l.* sterling), viz., 3 florins per 1,000 cigars.

The united value of the tobacco-leaf, the wages above quoted, the cost of packing, &c., &c., for 200,000,000 cigars is not estimated at less than 1,500,000 florins. It is assumed, then, that the effects of the new North-American Tariff may cause a yearly loss to the Rhine Palatinate alone of circa 1,000,000 florins, and throw 2,500 workpeople out of employ.

In the neighbouring Grand Duchy I find also a similar falling-off in the commerce with America in tobacco-leaf and cigars; for whilst 9,000 centners of cigars were shipped from thence during the second half of 1859, and 12,500 centners during the same period of the year 1860, only 1,200 centners were exported during the first quarter of the current year.

In the eleventh hour, however, a new and promising market has been suddenly opened in Algeria to the tobacco-growing districts of Germany. It would appear that the stringent regulations of the State monopoly of tobacco in France do not extend to the Algerian Colony; and in consequence numerous agents from that province are now already established in the Bavarian Palatinate and in Baden for the purchase of cigars in such considerable quantities that new hopes have been inspired, and prices have suddenly returned to nearly their former quotations.

Railways.

A considerable and important extension may be expected to be shortly given to the railway lines of Bavaria.

The Lower Chamber has recently voted a Bill authorizing the Government to raise a sum of 22,910,000 florins for the construction of three new railways, declared to be works of public utility, viz.:—

1. From Nördlingen to the frontier of Wurtemberg.
2. From Ansbach to Würzburg.
3. From Nürnberg to join the Würzburg line.

And for laying down second sets of rails on some principal lines, viz., Munich, Augsburg, and Hof; Munich, Pösing, &c.

Conventions having at the same time been recently signed for more speedy and uninterrupted conveyance of merchandize and every species of goods between Munich, Salzburg, Linz, and Vienna on the one side; and Munich, Coblentz, Cologne, and Aix-la-Chapelle (viâ Ulm, Bruchsal, and Mannheim) on the other, as well as in the direction of Lindau and Switzerland.

The credit proposed for the extension of the railways has still to be approved by the Upper Chamber.

Post Office.

The postal statistics of Bavaria for the past year show the following satisfactory results:—

Public Conveyances.—255 diligences and mail carriages, 36 vans, &c. Receipts, 2,576,005 florins; expenditure, 2,061,699 florins; net revenue, 574,306 florins.

Postage stamps are allowed to be sold in Bavaria only at the Government post offices.

There were sold, in 1860—

Stamps, at 1 kreutzer	1,811,714	Stamps, at 9 kreutzers, or 3*d.*	1,034,030
Do. 3 kreutzers, or 1*d.*	7,032,918	Do. 12 kreutzers, or 4*d.*	122,706
Do. 6 kreutzers, or 2*d.*	3,017,903	Do. 18 kreutzers, or 6*d.*	92,463

Whilst 3,896,107 letters passed through the Bavarian post offices unpaid, as well as 3,636,449 of official correspondence; and 4,962,823 were received from foreign parts.

Telegraph Department.

197,374 telegrams were dispatched in 1860, numbering 4,389,199 words. Receipts, 197,859 florins; expenditure, 170,699 florins; net revenue, 27,260 florins.

The traffic on the "Ludwig," or Main and Danube Canal, also placed under the Postal Department, counted 4,326 vessels, and 1,405 rafts, conveying 4,162,330 centners of merchandize; gross receipts, 192,982 florins.

Mines and Saltworks.

The official Returns of the produce of the Royal Bavarian mines, iron-works, and salt-works, during the year 1859-60 give the following results:—

MINES.

Gold-washings to the value of 85½ crowns, at 4 florins 40 kreutzers.

	Zollverein centner or cwt.		Zollverein centner or cwt.
Iron ore	1,287,012	Graphite	10,819
Lead ore	14,267	Porcelain clay	7,958
Quicksilver	72½	Emery	1,204
Cobalt and grey copper ore	617	Potters' earth	33,824
Antimony ore	276	Steatite	689
Magnetic and sulphur pyrites	48,391	Gypsum	120,195
Ochre and coloured earths	9,627	Slate	27,496
Coal and lignite	5,181,636	Barytes, felspar, fluorspar, and quartz	28,240

Valued at 1,533,787 florins.

IRONWORKS.

(Smelting-houses, Foundries, &c.)

Gold	1¼ lbs.	Sheet iron	27,432 centners
Silver	56¾ „	Iron wire	10,880 „
Raw iron—		Steel	620 „
Pig or bar	566,955 centners	Worked lead	540 „
Castings—		Alum	66 „
In bronze	79,228 „	Sulphate of iron	7,509 „
In iron	69,170 „	Mixed vitriol	1,507 „
Bar and wrought iron	614,594 „		

Valued at 8,680,860 florins.

The saltworks of Berchtesgaden, Traunstein, and Rosenheim, yielded circa 1,019,698 centners of salt of the various qualities, valued at 4,353,887 florins.

The number of hands employed in these united works was in the last year 11,179; their families nnmbering 21,137 souls.

Sugars, Foreign and Home-made.

The Customs duty on foreign sugar and syrup, together with the Excise duty on beet-root sugar, home made (in the manufacture of which Bavaria takes a not inconsiderable part), produced for the whole Zollverein during the period between the 1st April, 1860, and the 31st March, 1861, the total sum of 8,002,486 thalers, or Prussian dollars, being:—Customs duty on foreign sugar and syrup 611,577 thalers; excise duty on beet 7,390,999 thalers.

The imports of foreign sugars were as follows:—

	Zollverein centner, or cwt.	lbs.
Loaf, lump, and candy sugar, at 10 thalers per centner	1,478	13
Raw and powdered sugar, at 8 thalers per centner	363	46
Syrup, at 3 thalers per centner	73,579	1
Raw sugar for refining, at 8 thalers per centner	74,628	72

Whilst excise duty was paid on 29,563,635 centners of beet.

If now from the total sum of 8,002,486 rix-thalers be deducted for drawbacks paid on exported inland refined sugars 183,600 rix-thalers, we find the total Customs and Excise receipts on sugars throughout the Zollverein for 1860 to have been 7,818,886 rix-thalers.

The Communal Debt of Bavaria.

The total amount of the debts of the various Communes throughout the Kingdom of Bavaria stood at the end of the year 1859-60 at 14,538,643 florins 52 kreutzers, showing a considerable annual increase—

At the end of the year	1856–57	it stood at	13,313,121 florins.
Do.	1857–58	„	13,691,870 „
Do.	1858–59	„	14,319,309 „
Do.	1859–60	„	14,558,643 „

And it is found to be divided as follows among the various provinces, or circles, of the Kingdom:—

Circles.	Chief Town.	Florins	kr.	hl.
1. Upper Bavaria	Munich	4,956,188	52	7
2. Lower Bavaria	Landshut	378,627	2	6
3. Rhine Palatinate	Spires	179,336	26	0
4. Upper Palatinate	Ratisbon	494,593	53	2
5. Upper Franconia	Bayreuth	1,711,500	30	6
6. Middle Franconia	Ansbach	1,397,142	13	3
7. Lower Franconia	Würzburg	4,244,488	24	0
8. Suabia and Neuburg ..	Augsburg	1,176,766	29	1
	..	14,538,643	52	1

Which may again be subdivided between the town and country Communes as follows:—

Circles.	Town.			Country.		
	Florins	kr.	hl.	Florins	kr.	hl.
1. Upper Bavaria	4,838,333	21	4	117,855	31	3
2. Lower Bavaria	353,908	2	2	24,719	0	4
3. Rhine Palatinate	172,706	26	0	6,630	0	0
4. Upper Palatinate	466,852	15	2	27,741	38	0
5. Upper Franconia	627,727	50	6	183,772	40	4
6. Middle Franconia	1,238,547	18	4	158,594	54	7
7. Lower Franconia	2,871,412	26	4	1,373,075	57	4
8. Suabia and Neuburg ..	586,155	54	5	590,610	34	4
	12,055,673	35	7	2,482,970	16	2
Total	14,538,643 52 1					

The construction of communal roads and bridges, paving, lighting, erection of school-houses, &c., come under the expenses here entailed. Many of the above Communes, however, are possessed of considerable riches in land, forest, and other property; whilst any surplus required is made up by communal rates. But all these debts are under control of the State, inasmuch as no debt or loan may be contracted by a Commune without previous sanction of the Government.

It is not unnatural to find the heaviest of these burdens resting on Munich, the capital, and such chief towns as Wurzburg, Augsburg, &c., considering the magnitude of the works which are continually going on either of public utility, or for the ornament of those wealthier cities, and especially at Munich, where the outlay of the Municipality in the course of last year alone on improvements, ornaments, &c., amounted to 1,862,576½ florins.

It is not uninteresting, however, to remark at the same time the small amount of the debts of the thrifty and laborious Communes of the Rhine Palatinate, whose circle, notwithstanding, is notorious for the excellence of its Communal administration, as well as for the beauty and admirable state of its public thoroughfares, &c.

The total amount of the Communal debt of Bavaria, however, may not be considered large, when compared to the general wealth and prosperity of the Kingdom.

Corn Trade of Bavaria.

Considerable as has always been the trade of Bavaria in grain with neighbouring countries, exclusive of the Zollverein, it would seem by the results of the following Tables to have increased regularly, and to an important extent, during the last few years.

In the year 1859-60 Bavaria imported 342,228 scheffel and exported 402,789 scheffel of spelt, wheat, rye, barley, and oats; whilst in the six successive years, 1855-60, both inclusive, the imports and exports were as follows:—

IMPORTS.

Grain.	1855.	1856.	1857.	1858.	1859.	1860.
	Scheffel.	Scheffel.	Scheffel.	Scheffel.	Scheffel.	Scheffel.
"Korn" or Spelt*	1,036	1,870	1,846	1,677	1,844	1,385
Wheat	17,625	14,932	42,859	54,318	34,827	73,354
Rye	8,254	8,268	19,054	31,817	34,505	76,755
Barley	10,961	4,913	30,426	34,198	38,859	163,836
Oats	9,909	6,085	4,945	14,107	69,192	26,898

* Spelt, called also "German wheat," is a grain inferior in quality, but second only, to wheat. It gives a remarkably fine and white flour for baking, and is extensively grown in Bavaria, where much of the soil is peculiarly favourable to its production; but in many other parts of Germany it is little esteemed, and of very limited cultivation.

EXPORTS.

Grain.	1855.	1856.	1857.	1858.	1859.	1860.
	Scheffel.	Scheffel.	Scheffel.	Scheffel.	Scheffel.	Scheffel.
Spelt	61,949	49,327	11,578	37,024	37,666	37,239
Wheat	175,455	161,277	284,886	109,113	136,546	213,729
Rye..	17,213	23,300	20,756	25,712	59,772	49,462
Barley	39,598	38,473	52,416	41,383	61,611	51,004
Oats	88,765	93,393	128,214	71,042	140,395	51,355

The united amount of the above five kinds of grain being, for the same period—

Year.	Imported.	Exported.	Total Frontier Trade.
	Scheffel.	Scheffel.	Scheffel.
1855	47,785	224,980	272,765
1856	36,068	365,770	401,838
1857	99,130	497,850	596,980
1858	136,117	284,274	420,391
1859	179,227	435,930	615,217
1860	342,228	402,789	745,017

Thus the import of grain into Bavaria from without the limits of the Zollverein amounted in the above six years, 1855-60, to 840,555 scheffel, or a yearly average of 140,092 scheffel; and the export beyond the Zollverein States (or, in other words, across the Austrian, Swiss, and French frontiers) to 2,369,653 scheffel, or an average of 394,942 scheffel yearly; and we find thus an export trade equal to nearly three times the amount of imports.

If the above movements of the corn trade of Bavaria be considered with respect to each frontier specially, we find it to have been on an average, for the last four years, 1856-57, 1857-58, 1858-59, 1859-60—

	Imports.	Exports.	Total.
	Scheffel.	Scheffel.	Scheffel.
On the Austrian frontier	148,562	177,570	325,932
On the Swiss frontier	1,701	196,824	198,525
On the French frontier, or on the watercourse of the Rhine .	40,553	38,762	79,315

Corn Trade of Austria with Germany.

The following Table, which has been kindly communicated to me, is interesting as showing the magnitude of the corn trade, during the course of last year, between Austria and Germany generally; and a comparison between the Returns for the year 1859 and those of 1860 will show how largely it has lately increased.

Imported into Germany from Austria—

Grain.	1859.	1860.	Seeds.	1859.	1860.
	Scheffel.	Scheffel.		Centners.	Centners.
Wheat	138,928	2,410,915	Hempseed	1,425	4,477
Beans, peas, &c.	91,226	197,818	Linseed	33,202	37,474
Rye	684,087	2,375,965	Poppy-head .. .	659	3,038
Barley	514,202	1,862,919	Rape and turnip-seed ..	169,517	564,115
Oats	748,974	1,008,989	Clover-seed	91,725	112,848

Thus, while the total import of cereals amounted in 1859 to grain 2,177,417 scheffel, and seeds 296,528 centners, it reached in 1860, grain 7,856,606 scheffel, and seeds 721,052 centners.

Corn Trade of France and of Switzerland.

The greater activity in the trade of Switzerland in grain during the year 1860 (in great part with Lindau, a town and port of Bavaria on the Lake of Constance), had not failed to cause remark; but I find on inquiry, that the more recent importations, both into Switzerland and France, *i. e.*, during the first five months of the current year, or from the 1st of January to 31st of May, 1861, show a still greater increase, and simultaneously also in the two countries.

Thus, the import of grain and seed into Switzerland generally is given, in Tables which I have lately seen, as amounting during the first five months of—

1859 to	1,003,560	centner or cwt.
1860 to	1,025,668	„
1861 to	1,445,025	„

Whilst, as regards France, the same data place the amount of grain and flour imported into France during the same period as named above, in 1860, at 418,046 metrical cwt.,* and in 1861, at 1,414,772 metrical cwt., or an increase for the limited period of five months of 996,726 metrical cwt., equal to 238 per cent.

The general export of grain and flour from France is also stated to have amounted in the first five months of 1860 to 2,250,124 metrical cwt., but in the same period of 1861 to only 881,619 metrical cwt., or 1,368,505 less.

The result of the above figures shows, then, that in the first five months of 1859 the export of grain and flour from France exceeded the imports by 553,153 metrical cwt., whilst during the same period of 1860 the imports exceeded the exports by 1,832,078 metrical cwt., a difference not unworthy of notice.

Corn-Market of Munich.

The corn markets of Munich and Augsburg, which are held weekly throughout the year, are not only very considerable, but rank amongst the most important of Germany.

The sale on the corn-exchange at Munich reaches at times the value of 300,000 florins in a single week; whilst the following Returns will show the amount of business transacted in the capital for the past year, that is, from July 1, 1859, to June 30, 1860 (the latest date to which the Returns have yet been made up), together with the average prices of the various kinds of grain.

Total amount of grain sold, 695,115 scheffel, at a value of 9,457,226 florins, being—

	Scheffel.	Average Price on the whole Year.		
		Fl.	kr.	
Wheat	224,034	17	52	per scheffel
Rye	89,683	11	45	„
Barley	254,655	13	32	„
Oats	126,743	8	23	„

During the last six years, the amount of grain sold, and its value, were—

	Grain.	Value.		Grain.	Value.
	Scheffel.	Florins.		Scheffel.	Florins.
1854–55 ..	515,558	10,697,421	1857–58 ..	583,459	7,062,671
1855–56 ..	615,823	10,770,213	1858–59 ..	583,582	6,827,270
1856–57 ..	744,634	10,871,611	1859–60 ..	695,115	9,457,226

The average price of the various kinds of grain for the last ten years, on the Munich corn-market, has been as follows:—

	Fl.	kr.			Fl.	kr.	
Wheat	21	9	per scheffel	Barley	13	0	per scheffel
Rye..	15	40	„	Oats	7	6	„

Whilst for the past year, 1859-60, the average stood at—

	Fl.	kr.			Fl.	kr.	
Wheat	17	52	per scheffel	Barley	13	32	per scheffel
Rye..	11	45	„	Oats	8	23	„

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* The metrical cwt. being 200 kilogrammes, or equal to 2 Zollverein cwt.

Zollverein Treaty with France.

The negotiation for the proposed Commercial Treaty of the Zollverein with France, which has already been long under discussion, is likely now to be brought to a satisfactory conclusion. With Prussia, where in the first instance it has been debated, its stipulations have already been agreed upon, and the opposition which it originally met with in some of the smaller States of the Customs Union (principally the wine-growing districts, and amongst the foremost Bavaria) is expected soon to be smoothed away by concessions granted on either side.

This Convention will doubtless give a considerable impulse to German commerce and industry, and it is said to have been greatly influenced by the late Treaty of Commerce between Great Britain and France, whose effects had been so severely felt by Germany as to have compelled the Zollverein to seek compensation in a Treaty on its own account.

I am assured that Delegates from each of the States of the Zollverein will meet at Berlin in August, or at latest in September, to discuss this Treaty. Its stipulations are still secret, but it is said that it will have the effect of introducing notable alterations in the direction of a more liberal Tariff.

(Signed) A. G. G. BONAR.

Frankfort.

Report by Mr. Hamilton, Her Majesty's Secretary of Legation.

Frankfort, July 29, 1861.

FROM the inclosed comparative snmmary of the transactions of the Bank of Frankfort during the last three years, it will be observed that commerce was generally inactive in 1860. The authorities attribute this to the insecurity arising out of the unsettled state of political affairs. In all quarters there appears to have been a great want of confidence, which produced, as its necessary result, an accumulation of unemployed capital, and a decrease in its value. The disadvantageous influence of these circumstances had a very marked effect on the discount branch of the Bank, which contrasts very unfavourably with previous years; and I am informed that the rate of discount in 1860 was lower than at almost any preceding period. Loans were also injuriously affected by the above-named facts.

Under these extraordinary and exceptional circumstances the Bank found it most advantageous to employ its capital in foreign bills, which, besides affording considerable profits, have the advantage of being always easily realized, and in that branch, therefore, it will be seen that there was considerable extension. The dividend on the year was 20 florins, or 4 per cent., upon every share.

The Bavarian Government has recently manifested its confidence in the Frankfort Bank by issuing a decree authorizing the circulation of the Frankfort notes as a legal tender throughout the kingdom.

In relation to bank notes, I have to state that the Prussian Government is desirous, in concert with the other Governments of the Confederation, of restraining the issue of small notes, and fixing the lowest value of paper-money at 35 florins. I venture to predict that this measure will be found utterly impracticable, as all classes of traders find the notes of 5 and 10 florins value the best and most convenient medium for transacting business; moreover, any such change as that contemplated by Prussia would effect a total revolution in the statutes of almost every bank in Germany.

Custom-House.

The receipts of the Custom-house in the year 1860 amounted to—

	Dollars	krs.
For goods entered	1,523,349	27
Ditto export	40,391	56
Ditto transit	2,007	4
Total	1,565,748	27

being an increase of 67,051 dollars 11 kreutzers over the preceeding year, chiefly owing to the increased importation of coffee, tobacco-leaves, and oil for the manufacture of candles and soap.

18,127 cwt. of goods were exported in 1860, consisting chiefly of hides and skins.

On the 1st of September, 1861, there will be an alteration in the duty on beetroot sugars, which duty will be remitted upon exportation.

A meeting was recently held at Munich by the Plenipotentiaries of the Riverain States of the Maine, viz., Bavaria, Baden, Grand Duchy of Hesse, Electorate of Hesse, Frankfort, and Nassau, to take into consideration the expediency of reducing the dues on the River Maine. An agreement was come to, and now only awaits ratification, whereby the dues on the River Maine were nearly assimilated to those on the Rhine. The Frankfort Plenipotentiary proposed to abolish the river-dues altogether, but met with no success. The opposition made to this liberal policy by the Plenipotentiaries of the States bordering on the Rhine is very easily accounted for, a free Rhine being the inevitable consequence of a free Maine. I learn, however, from an authentic source, that Frankfort will herself inaugurate this free-river policy, leaving others to follow her example. I have no doubt that the projected railway on the left bank of the Maine has influenced this decision of the Frankfort authorities, for had the shipping-dues remained as at present, the rail must necessarily have monopolized all the traffic.

The Chamber of Commerce is much occupied with the new Treaty between France and the Zollverein, and I have good reason for stating that the expressed views and wishes of the Chamber are in every way favourable to the utmost freedom of trade throughout the German Confederacy. Already, I am informed, the negotiations between France and the Zollverein, relative to some important points (wine, for example), are terminated. The ratification, however, is not expected for some time, in consequence, it is alleged, of the exorbitant exactions of France, with reference to the duties on cotton tissues of all descriptions; exactions which it is impossible Prussia can satisfy.

A very important measure is now before the Frankfort Senate, tending to a general reform of the concessions now accorded to different trades and guilds. My information at present is very imperfect, but I gather that the object of the Senate is to give a larger and freer scope to all classes of trades, removing the monopolies which for ages have existed, and permitting every one to choose and follow the trade or profession he may select without let or hindrance. This, if effected, would be not only an immense but most salutary revolution, and the opposition of vested rights and interests will be tremendous. Petitions are being numerously signed, and an organized opposition is being formed. In my next Report I shall be able, I trust, to enter into ample details of this momentous question, and state what progress it has made.

Crops.

Tobacco.—In consequence of the scarcity of the plants, and the low price of tobacco from the Palatinate (Pfalzer) during the last years, a smaller crop than usual was planted. The plants themselves are still too young to enable one to form an opinion of their quality. Last year's crops were sold at somewhat high prices. Prices are firm, in consequence of a similar firm state of the foreign tobacco for cigars.

The harvest promises to be very good and abundant, and also grain of all sorts. The potato crop is excellent. Stone-fruits generally are bad.

Vines.—In consequence of a few severe frosty nights in the spring of the year, considerable damage has been done to the vines, and a good crop can hardly be looked for.

I inclose herewith a list of the different articles entered at the Frankfort Custom-house during the year 1860.

(Signed) FRE^{c}. HAMILTON.

(No. 1.)—COMPARATIVE SUMMARY of the Transactions of the Bank of Frankfort during the Years 1858, 1859, and 1860.

	1858.		1859.		1860.	
	Florins	krs.	Florins	krs.	Florins	krs.
Cash—						
Increase	389,295,407	39	363,546,151	38	383,237,771	0
Decrease	388,268,584	41	359,829,372	51	386,080,262	26
Total of transactions	777,563,992	20	723,375,524	29	769,318,033	26
Yearly average of cash	8,320,575	0	13,697,574	0	11,937,300	0
Ditto circulation of bank notes	10,274,650	0	12,449,357	0	15,768,900	0
Frankfort account-currents—						
Increase	357,162,105	38	330,437,145	30	346,691,623	29
Decrease	356,307,455	4	330,806,297	1	347,182,525	41
Yearly average of balances in these accounts to the debit of the bank	4,021,651	0	6,142,204	0	5,064,400	0
Proceeds of Commission in this branch	25,458	45	23,924	10	23,595	0
Discount—						
Bills discounted	24,337,789	1	14,731,642	58	10,810,076	13
Net proceeds	119,088	36	71,893	46	34,024	35
Yearly average of bills in hand	3,211,641	0	2,315,286	0	1,481,000	0
Ditto the numbers of bills	1,452	44	1,308	5	1,155	40
Ditto the days on which the bills are to be paid	48 days		57 days		49 days	
Ditto proceeds of interest	$3\frac{7}{10}$ per cent.		$3\frac{1}{10}$ per cent.		$2\frac{3}{10}$ pcr cent.	
Loans—						
Amount of loans	22,411,224	9	20,379,002	21	15,827,793	40
Net proceeds	177,255	31	171,478	49	102.844	31
Yearly average of loans granted	4,039,841	0	3,809,280	0	2,947,900	0
Ditto proceeds of interest	$4\frac{2}{5}$ per cent.		$4\frac{1}{2}$ per cent.		$3\frac{1}{2}$ per cent.	
Transactions in foreign bills—						
Amount of the bills	18,926,636	0	22,886,695	40	44,100,961	49
Net proceeds	112,247	50	52,796	31	180,524	10
Yearly average of foreign bills in hand	1,967,923	0	2,103,887	0	6,410,000	0
Ditto proceeds	$5\frac{7}{10}$ per cent.		$2\frac{1}{2}$ per cent.		$2\frac{13}{16}$ per cent.	
Foreign account-currents—						
With foreign bankers	34,479,405	51	31,837,576	24	42,985,916	35
Bills on Frankfort received from them	23,765,915	56	20,956,358	30	22,046,691	30
Yearly average	4,406,146	0	4,147,541	0	4,403,200	0
Net proceeds	137,537	47	105,371	11	66,247	0
Stocks belonging to the bank						
Capital invested at the end of December	1,045,198	46	1,959,374	1	1,693,601	34
Net proceeds, deduction made for possible losses	43,485	41	49,797	39	87,570	50
Capital of the shares—						
20,000 shares at 500 francs	10,000,000	0	10,000,000	0	10,000,000	0
Net proceeds	5·949 per cent.		4·118 per cent.		4·341 per cent.	
Rest-capital	296,320	35	314,719	51	364,123	28

(No. 2.)—LIST of Goods entered at the Frankfort Custom-House in the year 1860.

Kind of Goods.	Weight.		Kind of Goods.	Weight.	
	cwts.	lbs.		cwts.	lbs.
Tanners' chips or shavings	1,439	23	Raw productions	3,194	52
Raw cotton	3,596	12	Dye-woods, in blocks or yards	424	18
Unbleached cotton yarn	7,560	37	Dye-woods, wrought	192	5
Twisted cotton yarn	1,191	18	Minium	0	24
Cotton stuffs	856	38	Copperas, mixed	16	6
Pig lead	368	5	Barilla	2,056	76
Potters' ore	0	18	Mineral waters in their natural state	8	67
Raw lead ware (unwrought)	0	17	Potash	25	54
Ditto, ditto (wrought)	0	46	Sulphuric acid, from	60	47
Raw (undressed) brushmakers' stuffs	26	0	Oil of turpentine	766	85
Wrought (dressed) ditto, ditto	42	1	Leather, tanned	318	67
Chemical preparations	346	72	Gum-plates	2	54
Sal ammoniac	5	84	Brussels leather	347	37
Green vitriol	6	93	Half-tanned sheep-skins	4,241	70
Madder	118	25	Coarse shoemakers' work	153	7
Aloes	752	63	Fine wrought leather work	3,486	26
Resins of every description	280	28	Leather gloves	29	97
Saltpetre	157	76	Raw linen yarn	2,984	39
Alcanna	6,140	28	Coloured ditto	524	91
India-rubber	11	80	Linen twine	582	69
Woods coming from countries out of Europe	446	58	Gray canvas	853	72
Indigo	64	19	Raw or sackcloth	6	3
Orchilla-weed	14	54	Bleached white dittto	206	89
Wax	58	72	Linen ribbons (tapes)	18	21
			Linen thread laces	0	56

Kind of Goods.	Weight.	
	cwts.	lbs.
Tallow candles	0	28
Stearine candles	6	32
Wax candles	3	65
Beer in barrels (casks)	42	0
Brandy arrack	731	34
French brandy	237	30
Vinegar in casks	20	84
Beer and vinegar in bottles	10	64
Flask oil	11	91
Wine in casks	3,465	55
Wine in bottles	1,880	4
Butter	0	80
Meat	130	73
Fresh fruit from Southern countries	510	41
Ditto, ditto, sold by number	101	12
Dry Southern fruits	2,123	57
Spices or grocery wares (galanga)	314	9
Spice pepper	1,381	57
Spice cinnamon	201	14
Herrings	200	0
Ditto, in bundles	12	30
Raw coffee	72,971	15
Cocoa in nuts	209	41
Roasted coffee	32	95
Cheese	600	17
Sweetmeats	334	49
Starch flour	351	88
Manufactures for mills	34	94
Crustaceous animals	20	92
Peeled rice	17,742	87
Unpeeled rice	17	48
Molasses or treacle	65	34
Raw tobacco-leaf	7,482	44
Raw unwrought iron of every description	3,441	25
Iron, forged, wrought, and rolled	0	42
Steel, raw, and made by cementation	3,140	12
Iron forged in bars, &c.	96	45
Wrought ditto, ditto	1,906	22
Tinned iron plate	21	85
Cast wares, quite coarse	346	13
Iron ware, coarse and forged	2,019	6
Wrought-iron ware	583	2
Flax	426	24
Wheat	97	0
Beans	59	0
Barley	6	0
Oats	12	0
Aniseeds and cummin	10	43
Hemp-seed	4	18
Linseed	279	45
Rape	1,978	0
Clover-seed	130	74
All sorts of seeds, not named	306	32
Green concave glass	3	35
White concave glass, plain	107	10
Window and plate glass	0	5
White concave glass, but with rubbed stoppers	25	56
Glass	788	23
Looking-glasses	2	51
Coloured glass	350	24
Raw hides	6,948	48
Fur-skins	1,221	44
Hare and rabbit-skins	1,538	28
Cattle-hair	0	72
Veneer-wood, cut	232	97
Stopples, made of cork	270	79
Wooden household furniture	165	75
Wood-work (wrought)	513	54
Household stuffs, cushioned	24	15
Coarse coopers' utensils	16	91
Coarse raw ditto	130	55
Coarse wooden engines	21	93
Hops	124	71
Musical instruments	151	66

Kind of Goods.	Weight.	
	cwts.	lbs.
Astronomical instruments	43	41
New clothes	156	52
Brass, forged or wrought	37	68
Braziers' wares	400	61
Raw unwrought brass	79	56
Hardware	218	0
Ditto	91	70
Tobacco in rolls	63	79
Cigars	416	75
Snuff	1	88
Tea	607	25
Bread and sugar in loaves	102	3
Raw and refined sugar	3	16
Olive oil in casks, barrels	429	61
Oil in casks, mixed with oil of turpentine	154	85
Oil	33,192	78
Oilcakes	37	34
Unsized printing paper	13	13
Sized paper	127	16
Gilt paper	7	5
Blotting and packing-paper	5	29
Paper-hangings	30	14
Bookbinders' work	82	71
Lined furs	0	43
Ready-made sheepskin cloaks, not furred	6	54
Raw undyed silk	40	43
Dyed silk	71	42
Silks	862	35
Half-silk goods	215	76
Common white soap	21	3
Fine soap, in cakes	14	10
Playing-cards	12	0
Alabaster ware or goods	28	44
Large marble works	342	5
Flints	57	79
Coals	0	45
Undried straw mats	6	12
Dried ditto	0	52
Straw and bast plait	35	75
Bast and straw hats	61	88
Tallow	0	4
Tar	7	4
Common potters' work	373	15
White stone ware	34	50
Painted stone ware	97	86
White porcelain	9	76
Coloured ditto	48	53
Delf ware, compounded with base metals	6	99
Ditto, ditto, with gold	8	58
Waxed muslin	310	74
Waxed taffetas	11	51
Textures covered with india-rubber	10	51
Raw sheep-wool	1,932	96
White and twisted woollen and worsted thread	872	4
Printed woollen goods or calicoes	146	68
Milled woollen goods	1,743	2
Woollen carpeting	242	77
Plain worsted	192	34
Thin, plain, and raw zinc ware	1	89
Fine zinc ware	0	83
Coarse tin wares	0	15
Fine ditto	1	8
Tin in blocks	4	25
Ditto, ditto, with original certificate	106	82
Printed books	353	11
Bed-feathers	1	68
Salt fish	1,063	72
Dried fruit	232	53
Spunges	72	4
Train-oil	2,524	56
Articles not named	1,663	92
With revisional account per mail	0	4
Total	233,514	43

Portugal.

Mr. Barron to Sir A. Magenis.

Sir,

London, July 31, 1861.

IN obedience to my instructions, I have the honour to transmit my half-yearly Report, in which I shall briefly describe the two principal commercial measures enacted during the last twelve months, viz.:—

I. The Metrico-Decimal Tariff of the 23rd of August, 1860; and
II. The Amended Tariff of the 14th of February, 1861.

2. There is another Law, passed on the 18th of March last, which I must mention here, viz., that authorizing the Genas Custom-house (on the Spanish frontier), to receive in deposit foreign merchandize intended for shipment in Lisbon, and imposing a transit duty of 1 per 1,000 *ad valorem.* This measure cannot have much practical effect till the railway is completed, and till the transit of goods is also allowed through Lisbon to Spain, as well as from that country. Lisbon is the natural port of three Spanish Provinces, and is nearer than Cadiz to Madrid itself, besides having a much better harbour. Yet nothing can be legally imported through Portugal into Spain without paying the full entrance duties in both countries.

Part I.—*Metrico-Decimal Tariff.*

3. The whole system of weights and measures in Portugal is in a state of chaos. The common dry measure of capacity, called "alqueire," and the liquid measure, called "almude," both names borrowed from the Arabs, vary in every district, and almost in every "concelho." The same may be said of the "braça," "vara," and "covado," which are the principal linear measures. The identity of names throughout the kingdom for different measures of course only increases the confusion.

4. The reform of this chaos was one of the many practical measures undertaken by the Duke of Saldanha's Administration. The first step towards this end was the Decree, having force of law, dated December 13, 1852, adopting the metrical system as the legal standard of all weights and measures. This system was to be introduced gradually and partially, yet in such a manner as to be in full operation in 1862. This Decree appeared to have remained a dead letter till 1859, when another Decree was published, ordering the exclusive use, from and after the 1st of January, 1860, of the metrical linear system for measures, as being that whereof the adoption would offer the least practical difficulty.

5. In 1859 the Government obtained authority, by a Law of the 30th of July, to draw up a new edition of the Tariff, based upon the metrico-decimal system of weights and measures, in which edition all the additional rates previously added to the primitive duty were, with the sole exception of that called "emoluments," to be incorporated with the duty into one figure. This new figure to be imposed was allowed, if found desirable for the purpose of facilitating calculations, to vary from the total amount of the ancient duties to the extent of 10 per cent. at the utmost. The former additional rates, now abolished, consisted of 3 and 12 per cent. added to the primitive duty under various names. The 3 per cent. rate for "emoluments" formed another addition, and, with the other two rates, brought up the whole surcharge to 18 per cent. above the primitive duty standing in the Tariff.

6. The new edition of the Tariff was immediately drawn up by M. Avila, and was approved for immediate adoption in the Custom-houses of Lisbon and Oporto only, by Royal Decree of the 23rd August, 1860. The new system harmonises perfectly with the Portuguese nominal currency, which is also decimal. Its adoption has been an unqualified boon to commerce, purchased without any cost, and redounds to the credit of M. Avila's financial administration.

Part II.—*The amended Tariff of February* 14, 1861.

The last measure of Tariff reform, introduced by M. Avila in January last, passed through both Houses without any modification, and received the Royal assent on the 14th of February. It is founded on the same principles as the measure of the 9th of August, 1860, described in my Report of July of that year. The reduction of duty on raw materials and the simplification of the whole Tariff are here persevered in, as will be seen by the Table No. I. Another Table is appended showing the *ad valorem* effect of the specific duties of the Portuguese Tariff on some of the principal merchandize imported in the Lisbon Custom-house during the year 1859-60, according to the official Returns. It is to be observed, however, that these Returns are not much to be relied on in the estimates of value.

(No. 1.)—TABLE of the number of Articles in the Portuguese Tariff on which the Duty has been reduced or repealed by the Law of February 14, 1861.

Classes.	Number of articles in each Class.	Duties repealed.	Duties altered.	Total number repealed and altered.
1. Cottons..	50	1	14	15
2. Live animals	11	5	1	6
3. Fermented beverages	11	..	..	..
4. Animal substances	60	18	25	43
5. Farinaceous substances	17	2	3	5
6. Colonial produce	16	2	3	5
7. Unctuous substances	20	3	12	15
8. Wool, hair, and fabrics thereof ..	41	1	16	17
9. Flax, filaments, and linens	61	6	20	26
10. Pottery and glass..	17	1	8	9
11. Timber and wares thereof	47	7	9	16
12. Metals	101	17	33	50
13. Minerals	35	24	11	35
14. Paper and wares thereof	29	7	11	18
15. Fish	18	4	5	9
16. Chemicals	190	53	44	97
17. Silk and fabrics	23	4	..	4
18. Seeds, fruits, and plants	21	10	1	11
19. Miscellaneous	98	20	40	60
Total	866	185	256	441

(No. 2.)—TABLE showing the *ad valorem* effect of the specific duties on some of the principal goods imported into Lisbon during the year 1859-60.

Goods imported.		Quantities.	Value.	Duties paid.	*Ad valorem* effect.
			Milreis.	Milreis.	Per cent.
* Cottons, jacconets and muslins	lbs.†	74,358	107,151	21,734	20
Ditto bleached	„	1,285,262	422,415	80,044	18·7
Ditto unbleached	„	2,638,799	668,865	108,803	16
Ditto printed and dyed	„	647,276	474,693	146,107	30
* Brandy (old duty 3*s.* 6*d.* per gallon) ..	Almudes	30,636	114,604	80,002	69
Sugar (duties 2*d.* and 3½*d.* per lb.) ..	lbs.	17,465,573	1,077,575	508,465	47
Butter (duty 3½*d.* per lb.)	„	2,287,649	528,710	125,820	23
Cheese (duty 1¾*d.* and 3½*d.* per lb. ..	„	256,211	28,943	7,773	26
* Low woollens, as Orleans, baize, &c. ..	„	118,215	149,124	56,299	38
Cloths, cassimeres, &c. (duty 3*s.* per lb.) ..	„	145,217	245,700	87,130	35
* Carpets	„	8,272	8,353	3,677	44
* Linens	„	21,756	22,596	6,919	30
* Glass in plates..	„	18,069	8,748	1,787	20
* Ditto, in wares of all kinds	„	63,206	21,784	5,560	25
* Pottery, delf	„	142,988	26,650	10,343	38
* Ditto, stone-ware and earthenware ..	„	280,904	4,198	477	11
* Ditto, porcelain	„	39,910	18,258	5,806	31
Steel cutlery	„	30,072	15,147	3,987	26
Iron, bar	„	9,997,598	783,744	13,027	7
Ditto, in plates or wire	„	825,571	38,118	7,617	20
Hardware	„	1,336,733	48,849	13,725	27
* Paper	„	309,438	32,869	7,925	24
Salt cod-fish	„	6,268,523	231,604	83,998	38
Silk handkerchiefs	„	3,626	25,897	2,901	11
* Other silk fabrics	„	14,481	152,094	38,044	25
Watches	Number	4,064	48,185	3,366	7
* Carriages (duty 78*l.* on each)	„	14	8,425	3,460	41

* On the articles marked thus (*) the duty has been reduced in 1860 or 1861.

† The weight called "arratel," here rendered by "lb.," is equal to 6·459 kilogrammes, or 1·011 lb. avoirdupois.

7. Of the 866 articles lately composing the Portuguese Tariff 185 are now declared free of duty, and 256 duties have been modified, all, with a single exception, in the sense of a reduction; thus more than half the articles borne on the Tariff have been contemplated in this measure. It is true that in many cases the reduction is merely nominal for the sake of rounding the figure.

8. The duties continue to be mostly levied by weight; therefore in the following remarks the duty mentioned is always to be understood, unless it be specified otherwise, as being that levied on each kilogramme of 2·20 lbs. avoirdupois. The Classes in which the greatest number of articles have been reduced are those which comprise the largest number of raw materials for native industry, such as Classes 4, 7, 9, 13, 16, and 19. The reductions on woven goods are little more than nominal; this is sought to be justified by the large amount of capital embarked in this industry in Portugal, by the heavy yet necessary expeuse entailed by the constant changes of machinery, and finally by the defective state of the roads.

Class 1.—*Cottons.*

9. The only remission of duty in this class is that on cotton in the pod with the seed. There are fourteen reductions in woven goods, but all of little importance. Cotton barèges are reduced from two rates of 1,000 and 1,500 reis, to an uniform one of 800 reis; cotton-velvet ribbons from 830 to 450 reis, and twilled unbleached calicoes for printing from 275 to 200 reis.

Class 2.—*Live Animals.*

10. Sheep are to be admitted free of duty, in consequence of the rise in the price of wool, and the necessity of improving the breed of sheep by importations from Spain.

Class 4.—*Animal Substances.*

11. Hair, horns, hoofs in the rough, tusks, bones, skins for hatters, and parchment, are declared free. Manufactured hair, horns, and hoofs are reduced, as likewise wax, raw hides and tanned skins.

Class 5.—*Farinaceous Substances.*

12. Chestnuts and malt are declared free of duty; mandioca flour and farinaceous pastes are considerably reduced. The promised corn is still a desideratum, all breadstuffs being absolutely prohibited at present.

Class 6.—*Colonial Produce.*

13. The sugar duty, the most productive and perhaps the heaviest in the Tariff, is not to be modified, although equivalent to 47 per cent. on the value of imports, even according to the official Returns. It amounts to 7,540 reis per 100 kilogrammes on raw, and 12,560 reis on refined sugar, or about 2*d.* and 3⅓*d.* per lb. All that from the Portuguese plantations is, till the end of 1862, admitted at a mere nominal duty of 1 real per lb. Consequently the quantity received from thence has greatly increased of late years. The whole consumption of this commodity in the kingdom was, in 1858, 30,000,000 lbs., equivalent to an average consumption of 7½ lbs. per head. The great bulk of these imports came from Brazil. The revenue on the same amounted to 895,161 milreis, or 198,725*l.* M. Avila is afraid of tampering with this large revenue, but he cannot be blind to the significant fact that, in last year, 1859-60, the imports have fallen to 26,647,031 lbs., and the revenue to 784,541 milreis. Strong measures have been taken recently to prevent the smuggling of sugar from Spain. Of late years a certain quality of sugar from the British colonies has been presented for clearance, which, not being thoroughly refined, has caused some doubts as to its liability to the higher of the two duties. Notwithstanding the heavy protective duty of 3⅓*d.* per lb., English refined sugar is coming into competition with that refined in Portugal, being far superior to the latter in quality and appearance.

14. The duties on vanille and Tonquin beans are abolished. Those on cocoa and coffee are somewhat reduced, the former from 25 to 20 reis, the latter from 70 to 56 reis. At the same time the favour hitherto accorded to Portuguese colonial produce is somewhat diminished. All such produce has hitherto paid one-fifth of the regular duty. Now the two latter articles will pay one-fourth of the duties imposed on similar articles grown in foreign countries.

Class 7.—*Unctuous Substances.*

15. The sliding-scale hitherto applied to olive oil is now replaced by a fixed, but still protective, duty of 500 reis per decalitre, or about 6*d.* per gallon, excepting fine so-called Florence oil, which is to pay 100 reis per kilogramme, instead of 175 reis. Common oil being generally an article of export, this protective duty would scarcely seem necessary. Still the change is obviously for the better. The exports amount to 300,000 or 400,000 almudes (816,000 to 1,488,000 gallons) per annum. The quantity imported is almost null. The duty on tallow is now entirely removed, and those on candles of tallow and stearine are reduced from 50 and 75 reis to 30 and 50 reis per kilogramme. The heavy duty of 138 on butter remains the same.

Class 8.—*Wool, Hair, and Woollens.*

16. One article in this class, hair, has been declared free. Seventeen duties have been reduced, but with no other object than that of simplification. The only reduction deserving attention is that on woven goods of more than one colour, which in future are to pay 30 per cent. above the primitive duty, instead of 50 per cent. as hitherto. Merinoes and cashmeres are to pay an uniform rate of 2,500 reis (11*s.*) instead of 3,770 reis. Crape and lace are reduced from 3,000 to 1,000 reis, and drugget from 1,000 to 400 reis. The exorbitant duty of 1,500 reis on cloths, equivalent to 3*s.* per lb., still remains. According to official statistics, this amounts to a burden of 35 per cent., *ad valorem;* but according to information which I have received from the trade, it would approach more nearly to 70 per cent.

Class 9.—*Fibres and Linens.*

Six of the raw materials in this class have been declared free of duty. Some useful reductions had already been effected by the Tariff of 1860 as formerly reported by me. Some few reductions are now made, but none of much value to British trade. Oakum, tow, and the fibres called esparto, aracà, ticum, morrão, piassaba, are considerably reduced; knitted haberdashery is reduced from 1,500 to 1,300 reis, a duty still equivalent to 2*s.* 7*d.* per lb. The duties on yarns, twists, and linens are still highly protective on account of the native interests connected with the home manufacture. The amount of linen tissues imported last year into Lisbon was only 21,756 lbs., valued at 22,596 dollars, and paying a duty of 6,919 milreis, or apparently 31 per cent; but there being reason to suppose that the values are, as in the case of woollens, over-estimated, the *ad valorem* effect of the duty must be understated in the same ratio. In the amendments of last August diapers were raised from 200 to 300 reis per lb., they are now to pay 750 reis per kilogramme, about the same rate as the latter duty. Shirtings in general pay 500 reis per kilogramme; towelling pays 750 reis; cambric, 1,500 reis; and lace 2,500 reis; bleached linens in general pay 550 reis; those termed Irish linens pay 500 reis; but the distinction does not seem to be very clearly defined. The duty of 500 reis on the so-called Irish linens averages 16 per cent. of the value, but affects the lower qualities to the extent of 40 per cent. Damasks, napkins, and huckaback, are the goods most heavily charged, and yet no such goods are manufactured in Portugal

Class 10.—*Pottery and Glass.*

In this class important reductions were already granted by the last reform of 1860, as formerly reported by me. The present changes are in general but slight: window-glass and mirrors have been slightly, table-glass materially reduced; the latter from 250 to 160 reis; also common earthenware from 25 to 20 reis.

Class 11.—*Timber and Wooden Wares.*

The principal change here is the exemption of steam-vessels from all duties of nationalisation until the end of 1870; these duties were previously very heavy, amounting to 9 dollars per cubic mètre of capacity.

Class 12.—*Metals.*

All rough or old metals in bars or pigs intended for melting, including the precious metals, are to be henceforth admitted duty free, excepting brass, which is to pay 20 reis; rough pewter and antimony in the shape of typographical alloys are also declared free; brass jewellery, hitherto liable to two rates of 7,500 and 1,250 reis, is to pay an uniform duty of 2,000 reis, which constitutes an advance on the coarser kind; the excessive duties on gold and silver jewellery are reduced, the former from 100 to 50 milreis per kilogramme, the latter from 35 to 30 milreis; the duties on our great staples of hardware and cutlery have been left untouched by this measure, excepting that on sailor's knives.

Class 13.—*Minerals.*

Every article in this class has been modified; 23 have been entirely exempted from duty, and 11 duties have been reduced. The most important article of all, coal, is now relieved of the previous mere nominal duty of 55 reis per 1,000 kilogrammes.

Class 14.—*Paper and Wares thereof.*

Unbound books written in a foreign language, and books in the Portuguese language, printed for their authors while resident abroad, also maps and rice paper, are to be admitted free; writing paper and printing paper are both somewhat reduced, but not enough to affect the monopoly of the native mills.

Class 15.—*Fish.*

The alterations here are of no value; the exorbitant charge of 33½ reis on salted sea-fish remains untouched, though it presses so heavily on the subsistence of the poorer classes, and on British trade. The enormous quantity of 29,140,084 lbs. of salt cod, valued at 874,343 milreis, was imported into Portugal in 1855, paying a duty of 372,770 milreis; this would be equivalent to 42 per cent. *ad valorem:* but I have good reasons for thinking the value of the fish to be overstated in the above official Return; at present the quintal of prime cod is worth 3,600 reis, and pays a duty of 2,000 reis, equivalent to 55 per cent. of the value. Much refuse fish of a lower price pays the same duty by weight, and, consequently, 60 to 70 per cent. of its value.

Class 16.—*Chemicals.*

24. Of the 190 articles composing this class, 97 are now partially or entirely relieved of duty. These articles, with one exception, compete with no similar native products; that exception is sulphuric acid, which is reduced from 12½ to 5 reis. Soda, another article of primary necessity in the fabrication of glass and soap, is still to remain charged with a heavy protective duty of 20 reis per kilo. Among the articles which have been declared entirely free are borax, boracic acid, coal-tar, raw sulphur, nitrate of soda, cocoa-nut and palm-oil, resin, turpentine, various acids, salts, drugs, dyes, bark, caoutchouc, gutta percha, scented woods, &c. Among the reductions are the duties on most other raw materials of a mineral or organic origin, on most acids, oxides, salts, drugs, colours, varnishes, and perfumery.

Class 18.—*Silk, and Fabrics thereof.*

25. Some duties on raw materials are now entirely remitted, but the exorbitant duties of 33*s*. 4*d*. and 28*s*. per kilo on piece goods remain untouched, though the native manufacture is quite insignificant.

Export and Re-exportation Duties.

26. The first of these are, for the sake of simplicity, reduced from 5½ per 1,000 to ½ per cent. *ad valorem*, and the latter from 11 per 1,000 *ad valorem* to 1 per cent. Both amendments tend merely to facilitate calculations. Another feature of the late Tariff law is the authority there given to the Government to commute the *ad valorem* duties of the Tariff (few of which still remain), into equivalent specific duties, taking as a basis the values recorded, and the duties paid for each article since the Tariff of 1837.

27. On the whole, the measure of the 14th February may be considered as a continuation, but by no means as a completion, of that passed on the 9th August, 1860. The tendency of both is to "protect" native industry in the most legitimate sense by relieving it of all taxes on raw materials. Another equally elementary principle is now acted upon for the first time since 1837, that of reducing to a purely fiscal duty the tax on all articles which are not and cannot be produced in Portugal. If judged by the number of duties modified, the late Tariff will appear most imposing. Unfortunately, of the 441 alterations, only two or three, such as those on steam-vessels, table glass, some metals and chemicals, are of any value to

British trade. Bird-seed is liberally treated: "Aux petits des oiseaux il donne la pâture;"—but the great necessaries of human subsistence—corn, fish, and sugar—find no favour from the Legislator. The measure is a useful but timid step in the right direction. The duties on all our manufactures still remain highly protective. The reductions are often more apparent than real, from the insignificance either of their amount, or of the value of the articles reduced, such as cotton in the bud, bee-hives, vanille, artificial teeth, &c. The great staples of cotton-prints, corn, cod-fish, cloth, hardware, cutlery, butter, and soda, are still unrelieved. The forest of monopoly is only cleared of its weeds and brushwood, but the giant trees are left standing in all their vigour.

I have, &c.
(Signed) H. P. T. BARRON.

Austria.

Mr. Fane to Earl Russell.—(Received August 3.)

My Lord,

London, August 2, 1861.

IN my Report dated the 18th of January last I indicated the general character of the external commerce of Austria by comparing the results of the import and export trades during the years 1858-59. The receipt of the latest Statistical Tables enables me to proceed with that comparison by submitting the results of last year, together with those of its predecessor.

The total value of the import trade during the year 1860 was 229,231,472 florins, against 255,612,030 florins in the preceding year, showing a decrease of 26,380,558 florins, which is attributed to the diminished importation of cereals and flour, owing to the abundant harvest of last year; to a decrease in the imports of Italian oils, of animals of every description, of iron for railway purposes, and of leather and leather manufactures: the importation of the precious metals and of coins, on Government account and for the use of the National Bank, being also considerably less than that of the preceding year.

The Customs receipts on the import trade amounted, in 1860, to 12,494,099 florins, against 14,090,244 florins in 1859, showing a decrease of 1,596,145 florins.

The total value of the export trade in 1860 was 306,849,716 florins, against 277,828,652 florins in the preceding year, showing an increase of 29,021,064 florins, which is attributed to a larger exportation of cereals and flour, of timber and fuels, of manufactured goods, of leather and leather manufactures, of glass manufactures, and of metal goods.

The Customs dues levied on the export trade in 1860 amounted to 505,951 florins, against 323,592 florins in 1859, showing an increase of 182,359 florins.

A comparison between the total value of the export and import trades in 1860 gives the following result:—

	Florins.
Total value of exports	306,849,716
Ditto imports	229,231,472
Balance in favour of exports	77,618,244

The above figures comprise, however, the importation and exportation of the precious metals, bullion, and coins, and it will be of interest to observe what part these items play in the account.

The total importation in 1860 was as follows:—

	Value in florins.
Gold	817,600
Silver	12,656,745
Gold coins	14,208,600
Silver coins	7,163,550
Total	34,846,495

The total exportation during the same year was—

	Value in florins.
Gold	17,400
Silver	11,760
Gold coins	17,545,500
Silver coins	35,010,225
Total	52,584,885

From the value of exports, deducting that of the imports, there remains a balance in favour of the former of 17,738,390 florins. If the commerce in the precious metals, therefore, be excluded from the account, the export trade of the Empire will show an excess over the import trade, not of 77,618,244 florins, as given above, but of 59,879,854 florins.

The principal items of importation in the year 1860 were as follows:—

Weaving and Loom Materials, which valued 48,061,106 florins, against 38,750,032 florins in 1859; showing an increase of 9,311,074 florins.

Metals, Precious, Raw, and Half-Manufactured, to the value of 40,096,035 florins in 1860, against 73,748,523 florins in 1859; showing a decrease of 33,652,488 florins.

Yarns, of which the importation valued 16,470,672 florins in 1860, against 11,991,539 florins in 1859; showing an increase of 4,479,133 florins.

Colonial Wares and Southern Fruits were imported in 1860 to the value of 15,694,640 florins, against 16,686,779 florins in 1859; showing a decrease of 992,139 florins.

Medicaments, Perfumes, Dyeing, Tanning, and Chemical Stuffs, of which the importation valued 16,312,469 florins in 1860, against 15,340,528 florins in 1859; showing an increase of 971,941 florins.

Cereals and Fruits were imported to the value of 11,613,442 florins in 1860, against 13,702,566 florins in 1859; showing a decrease of 2,089,124 florins.

Animals, of which the importation valued 11,878,199 florins in 1860, against 15,140,849 florins in 1859; showing a decrease of 3,262,650 florins.

Fats and Oils, of which the importation amounted to 11,125,230 florins in 1860, against 13,368,956 florins in 1859; showing a decrease of 2,243,726 florins.

Woven and Loom Goods were imported in 1860 to the value of 11,367,215 florins, against 9,751,275 florins in 1859; showing an increase of 1,615,940 florins.

In the export trade, the principal items were—

Metals, Precious, Raw, and Half-manufactured, of which the exportation in 1860 valued 58,067,837 florins, against 75,055,760 florins in 1859; showing a decrease of 16,987,923 florins.

Woven and Loom Goods, which were exported in 1860 to the value of 45,243,905 florins, against 34,184,965 florins in 1859; showing an increase of 11,058,940 florins.

Weaving and Loom Materials were exported in 1860 to the value of 39,473,198 florins, against 48,789,494 florins in 1859; showing a decrease of 9,316,296 florins.

Cereals and Fruits, of which the exportation in 1860 valued 39,866,171 florins, against 17,197,922 florins in 1859; showing the very large increase of 22,668,249 florins.

Wood, Glass, and Clay Wares were exported in 1860 to the value of 20,734,222 florins, against 18,630,623 florins in 1859; showing an increase of 2,103,599 florins.

Instruments, Machines, &c., were exported in 1860 to the value of 19,745,872 florins, against 16,043,445 florins in 1859; showing an increase of 3,702,427 florins.

Materials for Fuel and Timber were exported in 1860 to the value of 18,981,855 florins, against 15,906,109 florins in 1859; showing an increase of 3,075,746 florins.

Leather and Leather Goods were exported in 1860 to the value of 10,679,250 florins, against 7,859,100 florins in 1859; showing an increase of 2,820,150 florins.

Metal Goods were exported in 1860 to the value of 8,894,403 florins, against 6,515,468 florins in 1859; showing an increase of 2,378,935 florins.

Animal Products were exported in 1860 to the value of 4,588,335 florins, against 5,043,560 florins in 1859; showing a decrease of 455,225 florins.

The latter item, together with those already mentioned of *Metals* and *Weaving and Loom Materials*, are the only three items in the export trade of 1860 which show a falling off from the results of the preceding year. For further information I would beg to refer to the annexed Table, which shows at one view the positive and relative value, in detail, of the import and export trades of the years 1859 and 1860, together with the amount of the Customs revenue levied in each year.

I have, &c.

(Signed) JULIAN FANE.

AUSTRIAN Import and Export Trades of 1860, compared with those of the preceding Year, with the Amount of Duties levied in each Year.

IMPORTS.								
Designation of Goods as classed in the Tariff.	Value.				Custom Revenues.			
	In the Year		In 1860.		In the Year		In 1860.	
	1860.	1859.	Increase.	Decrease.	1860.	1859.	Increase.	Decrease.
	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.
Colonial wares and southern fruits	15,694,640	16,686,779	...	992,139	4,899,475	5,656,239	...	756,764
Tobacco and manufactures of tobacco	3,856,333	3,781,791	74,542	...	13,219	12,458	761	...
Fruits and cereals	11,613,442	13,702,566	...	2,089,124	376,808	389,412	...	12,604
Animals	11,878,199	15,140,849	...	3,262,650	870,103	1,035,795	...	165,692
Animal products	6,020,257	5,021,212	999,045	...	168,536	120,481	48,055	...
Fats and fatty oils	11,125,230	13,368,956	...	2,243,726	726,193	943,912	...	217,749
Liquors and edibles	3,321,266	3,264,146	57.120	...	761,104	848,619	...	87,515
Materials for fuel and timber	5,770,411	5,354,489	415,922	...	11,229	11,779	...	545
Medicaments, perfumes, dyeing, tanning, and chemical stuffs	16,312,469	15,340,528	971,941	...	241,988	229,451	12,537	...
Metals, precious, raw and half-manufactured	40,096,035	73.748,523	...	33,652,488	560,987	1,226,159	...	665,172
Weaving and loom materials	48,061,106	38,750,032	9,311,074	...	39,322	26,361	12,961	...
Yarns	16,470,672	11,991,539	4,479,133	...	921,773	642,241	279,532	...
Woven and loom goods ...	11,367,215	9,751,275	1,615,940	...	1,712,594	1,545,801	166,793	...
Paper and stationery	1,523,140	1,258,845	264,295	...	52,342	42,041	10,301	...
Leather and leather goods ...	4,873,190	6,356,860	...	1,483,670	154,126	193,972	...	39,846
Wood, glass, and clay wares .	3,354,317	3,116,441	237,876	...	103,235	100,036	3,199	...
Metal goods	4,056,626	4,742.584	...	685,958	343,157	492,216	...	149,059
Land vehicles	315,000	792,000	...	477,000	10,500	23,100	...	12,600
Machines and fancy goods ...	5,836,685	5,868,756	...	32,071	396,350	427,251	...	30,901
Chemical products, colours, and fats	2,130,074	1,870,244	259,830	...	117,595	110,867	6,728	...
Printed books and objects of art	5,555,165	5,703,615	...	148,450	13,463	12,028	1,435	...
Sum total	229,231,472	255,612,030	...	26,380,558	12,494,099	14,090,244	...	1,596,145

EXPORTS.								
Designation of Goods as classed in the Tariff.	Value.				Custom Revenues.			
	In the Year		In 1860.		In the Year		In 1860.	
	1860.	1859.	Increase.	Decrease.	1860.	1859.	Increase.	Decrease.
	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.	Florins.
Colonial wares	150,092	...	150,092					
Tobacco and manufactures of tobacco	951,600	610,011	341,589					
Fruits and cereals	39,866,171	17,197.922	22,668,249					
Animals	7,508,412	6,593,811	914,601					
Animal products	4,588,335	5,013,560	...	455,225	65,905	76,589	...	10,684
Fats and fatty oils	4,122,835	2,457.444	1,665,391					
Liquors	3,391,662	2,778,190	613,472					
Materials for fuel and timber	18,981,855	15,906,109	3,075,746	...	74,147	61,249	12,898	
Medicaments, perfumes, tanning, dyeing, and chemical stuffs	4,907,676	3,998,197	909,479	...	36,577	29,815	6,762	
Metals, precious, raw and half manufactured ...	58,067,837	75,055,760	...	16,987,923	253,623	116,099	137,524	
Weaving and loom materials	39,473,198	48,789,494	...	9,316,296				
Yarns	2,315,545	1,781,170	534,375					
Woven and loom goods ...	45,243,905	34,184,965	11,058,940					
Goods made of straw, bast, paper and stationery ...	5,558,768	4,725.450	833,318					
Leather and leather goods .	20.679,250	7,859,100	2,820,150					
Wood, glass, and clay wares	20,734,222	18,630,623	2,103,599					
Metal goods	8,894,483	6,515,468	2,378,935					
Land and water vehicles ...	4,166,800	2,932,360	1,234,440					
Instruments, machines, and fancy goods	19,745,872	16,043,445	3,702,427					
Chemical products, colours, fats, and combustibles ...	4,886,546	4,223,764	662,782					
Printed books and objects of art	2,373,940	2,365,420	8,520					
Rags	240,792	136,389	104,403	...	75,699	39,840	35,859	
Sum total	306,849,716	277,828,652	29,021,064	...	505,951	323,592	182,359	

Hungary.

Mr. Dunlop, Attaché to Her Majesty's Embassy, to Lord Bloomfield.

My Lord, *Trieste, August* 12, 1861.

IN laying before your Excellency the following Report on the subject of Hungarian wines, I have the honour to refer briefly to some remarks regarding that important article of production which I addressed to Mr. Fane in January last, to the effect that except in years of great scarcity, low-priced wines can still be imported from France into England at a cheaper rate than from Hungary, although many of the Hungarian wines, from their strength and body, and their capability of being mixed with other wines which suit the English taste, would probably command a steady sale in Britain, were the freight more moderate.

The Hungarian farmers and proprietors are now awakening to the fact that although they have about the largest and best district in Europe for wine-growing, and unlimited quantities of nearly the best grapes for the purpose, they still make, on the whole, notwithstanding these advantages, very bad wines for exportation—far inferior in quality and flavour to what could, with ordinary modern appliances, be manufactured throughout the country, and much smaller in quantity than their extensive vine-farms could easily produce.

Many of the Hungarian wines are agreeable and wholesome when drunk on the spot, but they are in general made with a view merely to home or neighbouring markets, and with little or no regard to foreign consumption, or to their fitness for undergoing transport; and thus a prejudice, more or less just, has long existed against them in England. Some of their high-priced fancy sweet wines have been esteemed "curious," and even "exquisite;" but the peculiar excellencies of a large class of their more common and ordinary wines, and their adaptability by careful manufacture for different foreign tastes, or for skilful mixing with the wines of other countries, have been overlooked or unknown.

The Hungarians thoroughly understand the culture and management of the grape previous to and until the vintage, but their whole system of wine-making and manipulation is careless, wasteful, rude, and defective, and requires (as regards the enormous quantity of wine which they might export) many improvements. These improvements would not be difficult, would require scarcely any additional expensive machinery, and are within their immediate reach.

I am inclined, after careful examination, to think that the alleged average quantity of "drinkable" wine made annually in Hungary has been estimated considerably above the real amount, although there is still certainly an immense quantity made: it has been frequently stated to amount to an average of 500,000,000 or 550,000,000 gallons (English Imperial), but my calculations over some of the details of the last fourteen vintages induce me to think that an average of 350,000,000 to 400,000,000 gallons is nearer the mark.

In 1855 there was published, in English, a statement respecting Hungarian wines, to the following effect:—

"The total extent of land cultivated in vineyards in the whole country (including those provinces which do not enter into the classification of this section) is not less than from 1,500,000 to 1,700,000 acres. The absence of general and official statistics renders it difficult to state the precise measurement at any particular period. The average production of a medium season, calculated in each district and in the aggregate, in exact proportion to the several extents and yields, rates at 420 gallons to the acre. Taking the whole area to be 1,500,000 acres, therefore, the gross total production of such a season is 630,000,000 gallons; from this must be deducted the deficit of less abundant crops, which, reckoning by decades from the best information relating thereto for the last fifty years, and spread over every year, is equal to one-sixth of the average production for each separate year, that is, to 105,000,000 gallons; deducting this amount we have a residuary average of 525,000,000 gallons. To this sum we have now, however, to add the excess resulting from exuberantly abundant seasons, which, similarly calculated and spread over every year, is equal to one-thirtieth of the average production for each separate year, or to 21,000,000 gallons. Thus the ultimate gross yearly average is brought to 546,000,000 gallons. Of this quantity very nearly 120,000,000 gallons are the produce of 'choice' districts, including all qualities: that of Ofen, Pesth, and Maitzen, with their dependencies, exclusive of what is called the Plain of the Danube, yielding 13,312,520 gallons, off an area of 30,115 acres; that of the Hegyálla, including Tokay and its dependencies, nearly 13,000,000 gallons, off an area of about 75,000 acres; that of Arad, Ménesch, &c., about 8,775,000 gallons, off an area of 25,000 acres, viz., 2,535,000 gallons off 13,000 acres of upland vineyards, and 6,240,000 gallons off 12,000 acres of lowland vineyards; that of Szekszard 10,400,000 gallons, off an area of 25,000 acres, viz., 3,900,000 off 15,000 acres of upland vineyards, and 6,500,000 off 10,000 acres of lowland plantations; that of Baránya, Fünfkirchen, Villány, and their dependencies, about 13,000,000 gallons, off an area of, approximatively, 25,000 acres; that of Szalad, Veszprim, &c., 13,328,000 gallons, off an area of 39,200 acres; that of Visonta, Erlau, &c., 4,451,850 gallons, off an area of 9,250 acres; that of Presburg, St. Georgen, Ratschdorf, &c., 8,840,000 gallons, off an area of about 17,000 acres; that of Komorn and Neszmely 1,300,000 gallons, off an area of about 5,000 acres; that of Rüst, Oodenbürg, and Günz, 397,530 gallons of good wine, off an area of 1,700 acres. The various districts of the Banat, Sclavonia, and Croatia have to be added, although the details respecting them will transpire hereafter.

"The most scanty average production of spare hilly soil, where nearly the whole of the fruit is allowed to wither, is about 104 gallons to the acre; the most abundant of the rich alluvial valleys and plains, where none is withered, reaches upwards of 2,000 gallons, but in few places exceeds 1,250 gallons. The good lowland vineyards, where no fruit is withered, bear an average of 650 gallons; and the good upland vineyards, under similar conditions, 390 gallons. In upland districts, where a considerable proportion (greater or less) of the fruit is withered, the average ranges between 150 and 250 gallons.

"The stocks of choice wines accumulated in the vast cellars of the principal trading towns, such as Ofen, Pesth, Raab, Presburg, Turnau, &c., are prodigious, not to mention the immense collection preserved in the episcopal, chapteral, and manorial cellars, and in those of the most wealthy of the land-owning aristocracy. In Ofen and Pesth alone it is estimated that no less than between 15,000,000 and 20,000,000 gallons are constantly on hand; in the manorial stores of Almáz and the Esterházy cellars at Bay about 400,000 gallons each; at Tétény about the same; and in one cellar at Turnau nearly the double of that quantity.

"It is estimated that the demand for local consumption annually absorbs about 325,000,000 gallons of the total production, and that some 10,000,000 or 12,000,000 more are converted into vinegar or wasted every year. Distillation (exclusively of other fruits, grain, and potatoes) is confined to the "murk," which is either sold to the distillers, or reserved by the growers in vats carefully luted with clay, until the winter, for home distillation. Where wine-presses are generally used, the produce of spirit (of 60° by Tralle's hydrometer) from the murk does not exceed an average of about 7 gallons to the acre of vineyard; but in the districts in which wine-presses are scarce, the murk is so much richer, that the spirit obtained in distillation amounts to nearly 30 gallons to the acre. The total produce of the country thus reaches nearly 11,500,000 gallons of brandy from grape-murk, which, though greatly preferred to the spirit distilled from potatoes, &c., is spoilt by the empyreumatic odour and taste which it always possesses."

These statements, founded, I understand, on official Returns made by Austrian employés, and printed in England in 1855, have been since accepted by the Hungarians, and frequently repeated in their reports, and quoted in foreign journals.

My researches and calculations induce me to doubt two of the assertions contained in them:—

1. That so large an amount of land as from 1,500,000 to 1,700,000 acres has ever been regularly under vine culture.

2. That an average of 420 gallons of wine is regularly obtained in Hungary from the acre of vineyard.

I am inclined (from the data obtained whilst I was in Pesth) to think that not more, or very little more, than about 1,300,000 acres of land are at present under vines; and also that the average yield of wine rules at about 300 gallons per acre; giving an annual average total of 390,000,000 gallons of wine. But, on this head, I acknowledge that the average yield of wine might very easily be increased throughout Hungary, by enlarging the area of vine-culture.

An article appeared lately in a Pesth commercial newspaper ("Pesther Lloyd") on the subject of the export of their wines, which I have the honour to inclose herewith to your Excellency in original, and of which the following is a translation:—

"In reference to the endeavours of Szèmere to open the English market to Hungarian wines, we borrow the following report from the 'Boràssati Lapok:' 'On the first day of this year,' writes the aforesaid journal, 'the English duty on wine was reduced from almost 6*s.* to 1*s.*; by this the barrier which, till now, closed one of the largest markets in the world to our wines, has fallen. This period is, therefore, of the highest importance for us. We must enter into relations with the most opulent consuming people in the world, which can annually buy from 20,000,000 to 30,000,000 of florins worth of wine from us. Szèmere made attempts in foreign countries to introduce the Hungarian wines, for, unfortunately, they were known then almost by reputation alone. The wine which was offered abroad for sale under that name, was a counterfeit, or an imitation, and excessively dear. But when Szèmere produced the genuine wine, and mentioned its price, people were as much astonished at its excellent flavour as at its comparative cheapness.

"'Although, in the meantime, he sent for his wines from our most eminent wine-fanciers, an unlooked-for difficulty put an end to all further business. The wines underwent a second fermentation, which renewed itself during the spring and summer. Whatever may be the cause of this, it is certainly true that from the traditional manipulation, the sweet Tokay is not adapted for commerce.

"'Now, however, an enormous quantity of Tokay wine could be sold in Paris and England. Richard Cobden spent almost eighteen months in working at the Anglo-French Treaty of Commerce, and an intimate friendship sprang up between him and Szèmere, which induced the latter to dedicate his new political work to him. As Cobden's soirées were the rendezvous of the most celebrated politicians, Szèmere had an opportunity of hearing what great importance the French statesmen attached to the possibility of throwing open the English market free of Customs to French wines. What was, therefore, more natural than that Szèmere, as a real Magyar, should repeatedly explain to Cobden that Hungary annually produces about 300,000,000 gallons of wine; that one-third part of it is fit for commerce; that it is adapted to please every palate, as regards colour, taste, bouquet, body, and strength; that our white wines excel the Rhenish wines; that our red wines can safely compete with those of France; that it is among us, if anywhere, that really "very old" wine is to be found, as it has not been exhausted by the small foreign commerce which we have; that our wine manipulation is much too well established and natural to allow of adulteration being so generally practised as is the case in the two aforesaid countries; and, finally, that our wines, notwithstanding the heavier expense of transportation, could be delivered at, at least, one-third cheaper. Three points especially fastened Cobden's attention:—

"'1. The enormous quantity, of which till now he had had no knowledge;

"'2. The consideration that when our wines appear as rivals of the French and Rhenish wines, the English market will not become monopolised;

"'3. The public health, *i.e.*, one motive for the reduction of duty was to wean the people from drinking spirits.

"'But will our wines be palatable to Englishmen? That was the question, and that is a matter of taste, which nobody can control. An opportunity for this presented itself at Mr. Cobden's house. As he was obliged frequently to avail himself of the advice of English manufacturers and merchants in the establishment of the Treaty of Commerce, he received for months the richest citizens of London, Manchester, Liverpool, Birmingham, Glasgow, &c., as guests in his house. As he had at last accepted Szèmere's proposal, Hungarian wines were served at his table, and the dry Tokay. as well as the table wines, met with universal approbation. The Minister, M. de Thouvenel, himself declared that he only knew one rival of the French wines in the English market, and that this was the Hungarian wine. It is certainly strange, but it is nevertheless the case, that the reputation of the Hungarian wines among Englishmen was founded at Paris. In fact, the abovementioned Englishmen themselves invited Szèmere to come in person to England. He, therefore, spent the months of November and December in London, Manchester, Liverpool, and Birmingham, and took pains to make the different Hungarian wines generally known by personal recommendation, as well as by correspondence and circulars. As regards numerical results, Szèmere has sold from August until now about 25,000 bottles of different wines. Without so fortunate a personal intercourse, and without the great name of Cobden, it would have been almost impossible to have introduced our wines. Szèmere also imparted some practical observations which might serve in some measure for the guidance of contractors, and which consist of the following :—

"'1. The Englishman likes to buy his wine in large casks, but these change according to the different countries. The Portuguese and Spanish pipes (115 gallons) are quite different from one another; French wine he buys by the hogshead (46 gallons). Szèmere chose 50-gallon casks for the Hungarian wines, as the gallon measure can be made to agree practically with the eimer measure, viz., 1 eimer equal to 12½ gallons, 4 eimers equal to 50 gallons. Casks of this class must be made for the future.

"'2. When the wine is taken out of the Custom-house, 1 gallon (3 measures) must be deducted in favour of the purchaser under the name of "ullage." The quantity purchased must, therefore, be proportionably larger (as above).

"'3. The English avoid receiving their wines by Hamburgh, as this town is a nest for adulteration (and "cooking" wine), like Cette in France, and excites suspicions against the credit of the wine among consumers. But by what route can it be more cheaply conveyed? No one has this antipathy against Rotterdam; but is not this route dearer? We think that at present this is still the case with the route by Fiume and Trieste. The route by the Danube and Constantinople takes up too much time. The cheap transportation of wine is a duty, which becomes of vital importance to wine cultivators.

"'4. It is advisable to send more costly wines in double casks, and even security by means of cord and sealing-wax is not superfluous. Where double casks are not used, every old hole, if even plugged (for instance with spigots), ought to be provided (covered) with an engraved seal.

"'5. Since the 1st January, 1861, the English duty on wine is as follows: upon every separate gallon (6 bottles of wine), if it contain less than 18 per cent. alcohol, 24 groschen W.W. is charged; if it contain more than 18 per cent., and less than 26 per cent., 2 florins and 2 groschen W.W. is charged; if it contain more than 26 per cent., and less than 40 per cent. alcohol, 3 florins W.W. are charged; if it contain between 40 and 45 per cent., 3 florins 14 groschen are charged; if the wine contain ever so much alcohol, 3 florins W.W. is charged if imported in bottles. It may be remarked here that this alcohol measure is constructed according to the English system, which represents a smaller quantity of alcohol at a higher figure than do the French and German alcohol measures.

"'6. As Szèmere knows the Director of the Custom-house in London, the latter was so very obliging as to allow the Hungarian wines which he received to be measured (gauged for spirit). The result was as follows :—

"'WHITE WINES.

	Per cent. alcohol.
"'Nessméleyer of 1855	19·4
Platten See	20·6
Bakator of 1854	20·6

"'RED WINES.

"'Erlauer (choice)	20·7
Ofner of 1855	21·1
Szegszàrder of 1847	20·7
Ditto of 1855	22·1
Ménescher of 1842	23·0'

"The editor of the 'Boràssati Lapok' is of opinion that individuals will not be in a position to meet all the demands on the English market with proper success; for this reason he repeats his summons, 'Let us form a Wine Association.'"

I give the foregoing for what it is worth, although disagreeing with some of its statements and conclusions, and chiefly for the sake of proving that a strong conviction of the necessity of paying attention to foreign tastes and markets for the sale of their wines is now springing up among the Hungarians.

I find it very difficult to ascertain the approximate quantity of Hungarian wine used in the country itself; it is variously stated at between 210,000,000 and 330,000,000 English gallons—a very wide margin. After attentively studying the latest provincial details on the subject, which are very elaborate, and with the abstruse cypherings of which I need not cumber this despatch, I think that probably nearly 45,000,000 gallons of the most inferior sorts are used for distilling throughout the country, and that probably an average of nearly 250,000,000 gallons of undiluted wine of all qualities is drunk by the inhabitants, giving a tota for home consumption of nearly 295,000,000 gallons, which being deducted from my calculation of 390,000,000 gallons of present average produce, leaves the large amount of about 95,000,000 gallons, or say, in round numbers, nearly 100,000,000 gallons of wine for exportation (of this about two-thirds is white and one-third red).

Many Hungarians, and even Austrians, would consider the above estimate too small, and below the real amount produced, but I believe it to be very nearly correct. The Hungarians are naturally inclined to overcalculate the present riches, in yearly Returns, of their magnificent country; and as to Vienna official published statistics on any subject connected with "value," I have now little faith in them, and prefer giving a fair average extending over many seasons, to stating an unusual and uncertain maximum. On this point an intelligent Pesth wine-merchant stated to me as follows:—

"Hungary produces yearly an average of about 18,000,000 to 20,000,000 eimers of white wine, equal to 225,000,000 gallons, and about 6,000,000 eimers of red wine, equal to 75,000,000 gallons, which together make a total of 24,000,000 eimers, equal to about 300,000,000 gallons.

"The red wines of this country being principally of mountain growth are of good strong quality, so that at least two-thirds of them might be safely exported; there is little of this strong wine drunk in Hungary. In quality, there are hardly any so light as the so-called Medoc, but many sorts capable of competing with some qualities of Bordeauxs and Burgundies. Of the white wine, more than half grows in the plains of the country, and it is in consequence of this that the (lowland) half is of an inferior quality; but there are about 8,000,000 eimers of white mountain wines, which are well suited for exportation.

"It is no exaggeration to state that if Hungary once saw a clear way open for the export of her wine, she would make planting arrangements to supply any demand within the bounds of probability from foreign markets, and would equally increase her care and attention as to the qualities required.

"Those who do not know the antecedents of this nation are apt to believe that the steps needful for progress in cultivating an export trade have been neglected; whereas it is a remarkable fact that (as an example) long before the Austrian Revolution of 1848, a plan for running a railway from Pesth (and with a line to the South of Hungary) to Fiume was carefully matured, and the capital for making it subscribed. But the Vienna authorities would never consent to this line, as it did not form part of their strategic absurdities. They said there was no use for it. Had this line to Fiume been made in 1848, the present exports of Hungary would have been double what they are, and export of wine much more than double. It would indeed be desirable were English capitalists to use some of their influence towards the making of this line; it would incredibly augment the shipments and shipping of the Adriatic, and would mutually benefit both the British and Hungarian trade.

"Here it may be stated that during years of good vintage in Hungary, there is about the same quantity of wine in the cellars kept in stock as the produce of each vintage amounts to. By a direct sea-communication (viâ the Adriatic) with this country, the people of England would be able to drink an imperial pint of good Hungarian wine at from 4*d.* to 7*d.* sterling; and thus even the working-man in England could daily use a wholesome, restoring, unadulterated beverage. We should then make more than we do now, and make it better too."

With regard to the wholesale price of Hungarian wine, an English wine-broker of experience wrote lately to a wine-grower in Pesth:—

"I calculate that for carefully-prepared full-bodied Hungarian wine you ought to receive about 24*s.* sterling the eimer in your town. This calculation is grounded on the fact that there is no wine, however bad, that can now be produced at 12*l.* per pipe in the growing country. There is at present no wine procurable in Spain and Portugal, and fit for England, at less than 24*l.* per pipe (nine eimers make one pipe), and this is of the very commonest quality, whilst the Hungarian wine is of remarkably fine quality. For the 'masses' in England the clarets, and even the Burgundies, of France are too cold; they do not suit a rainy climate. Hungarian wines, if properly made and prepared, are the *juste milieu*, and would at once come into favour. After a lengthened examination of these wines, in the cellars of Hungary, in the year 1855, I said at once that they were the finest materials for wine which I ad ever seen. They will, with skill and careful manipulation, come out, when in erfection in an unbrandied state, like a very rich and full Sauterne or Burgundy, but rather stronger in body than either; and these are the wines we want in London."

Reverting, then to my estimate of about 100,000,000 gallons of wines of all classes ready for yearly export from Hungary (which estimate may certainly be taken as within the mark), England might profitably import about one-half thereof, or 50,000,000 gallons, partly for her own consumption, and partly for re-exportation to the Colonies or elsewhere. Of this 50,000,000 gallons, 20,000,000 might be made in Hungary not more expensively than at present, costing at Pesth about 1*s.* 8*d.* to 2*s.* 4*d.* sterling per gallon, wholesale price, but carefully fermented and prepared so as to admit of being transported in bottles to foreign countries. This would be a useful light wine, but not weak, somewhat resembling the stronger Sauternes and clarets, but with perhaps more body than is contained in them: and in course of time such class of wine would naturally come to be better and better made, and more and more suitable to the tastes of the different consumers. This class of wine could also be largely increased in quantity.

The remaining 30,000,000 of gallons (of the aforesaid 50,000,000, half of the 100,000,000 ready for export) of the selected stronger and drier wines could be prepared exclusively for the English home-market, exactly in the same manner as fine sherries in Spain.

It is to this class of wine that the Hungarians ought to trust for the great future of their wine export commerce. Nor is it to be doubted that it would be advantageous for English capitalists to profit of the present hour, and begin arrangements for buying, or making, in Hungary, these rich, strong, dry wines. They would probably be worth at Pesth (or obtained there, wholesale, for exportation) at about 2*s.* 4*d.* to 3*s.* 4*d.* the gallon. It may also be noted here that the cost of wine-transport from Pesth to England is at present nearly 1*s.* sterling per gallon; hereafter this cost will diminish to about, probably, 8*d.* sterling per gallon, when the railroad communication is increased from the centres of production in Hungary to the Adriatic.

So much has been written respecting the "curious" and liqueur wines of Hungary that I need scarcely enlarge on them here. They do not, in my opinion, form an important section of the future wine-productions of Hungary, and they certainly have little to do with the English requirements for future wine-imports. Tokay, for instance, is always an expensive and troublesome wine to make, yielding certainly, sometimes, a high fancy price, but dependent on fashion and caprice, and it has one great disadvantage, viz., that it is easily imitated, and most people (even connoisseurs) find it difficult to detect the spurious, and decide between the really pure and the similar false. The most inferior and adulterated qualities not unfrequently do not taste much worse than what the Hungarians denominate the choicest and purest.

The Hungarian wine-producers should cease to depend on these "vanities" of "curious" and "exquisite" sweet dessert-wines, and should devote all their energies to the culture and improvement of their strong, dry, clean wines, and study by all means in their power to fit these truly valuable products of their land for foreign markets by carefully assorting their grapes, and by "manipulating" the wines at home as the Spaniards do their sherries. It is of these wines that they would have every right to be proud. The brandy manufactured in Hungary is equally fit for the mixing with wine with that used in the Xeres country in Spain, indeed I have been informed that it is better adapted for such purpose.

Some experiments were accomplished last year, on a small scale, at Pesth, by Mr. G. H. Sellers, an English merchant resident there, in making Hungarian sherry; these experiments were perfectly successful. The wine which Mr. Sellers produced would have suited the English market very well: it was of two sorts, one a clean, strong, rich wine, resembling a full-bodied pale sherry; and the other very similar in flavour to the old dry West India Madeira of twenty-five years ago, which it is difficult to get now. Both sorts were made with brandy manufactured also on the spot by Mr. Sellers.

I do not think that even the best Hungarian (unbrandied) wine will ever successfully compete in England (among rich people who use expensive wines) with first-class French clarets; but if the English middle and lower classes do not take to the light acid French wines, they would certainly become large consumers of the dry, strong-bodied, clean Hungarian wines, especially white wines; and these could be supplied to them cheaper than sherries from Cadiz. The strong red wine resembling Burgundy, which might be also largely made in Hungary, would perfectly suit the English general market.

In Mr. Fane's very lucid Report on Austrian wines, dated January 25, 1859, he gives valuable information respecting the absence of the vine disease throughout Austria and Hungary, and mentions that in those parts of Hungary where grew the wines best adapted for exportation, the disease never made its appearance.

Since that Report was written, some vineyards in Hungary have been attacked and destroyed by the vine disease in its most virulent form; but very fortunately, this occurred in a few scattered patches of vineyard, and, in general, Hungary has scarcely suffered from any severe wide-spreading attacks of the destructive malady.

The usual chemical preventives and remedies were largely used, and wine-growers in Hungary did their best to avert or combat the disease.

The remarks in English in the publication to which I have formerly alluded in this despatch are often worthy of note in respect of the different classes of wine which are grown in different districts in Hungary; some of them are as follows:—

"The most celebrated 'Aüsbrüchs' are those of the Hegyallya (known by the name of the town Tokay), which are white; those of the Arad hills, called after the village of Menes, which are mostly red; those of Rüst and Oodenburg, near the Lake of Neüsidl, which are white and red, chiefly the former; those of Erlaü, which are red, and those of Sz. Georgen near Presburg, which are white.

"The Aüsbrüch of Erlaü is made by mixing the mash of the withered fruit with good old wine, instead of 'must.'

"The Mászlás is made, in some places, by adding as much more must to the murk of the first pressing, stirring frequently, allowing the mash to macerate for thirty-six or forty-eight hours, and then pressing again. But in the Hegyallya it is mostly made by using from 120 to 150 lbs. of withered fruit, instead of 400 lbs; the treatment in other respects being the same as that of the Aüsbrüch. The Mászlás, however, fines and perfects itself quicker.

"The 'Essenz' of the Hegyallya is, properly speaking, the sheer liquor of withered fruit. That of Menes and the neighbourhood is the dense juice which oozes out of the dried fruit during the progress of its accumulation, and is allowed to run out by apertures provided for that purpose at the bottom of the tubs, so as to avoid fermentation before the whole fruit is collected, and the fresh must ready. In some places, however, the growers make a third mash with fresh must and the murk of the second pressing, and call the liquor thus obtained an 'Essenz,' or sometimes an 'Extrakt.'

"The prevailing taste for liqueur-wines, and the notion that foreigners would prefer them to all others, has to a great extent discouraged any attempt to find extra-territorial markets for the dry table wines, and has reflected no little discredit upon the produce of the country generally, by inducing the substitution of artificially scented raisin and other liquors for the true Aüsbrüchs and Mászláses, whereby a most incorrect notion of those choice productions has been disseminated.

"The true Aüsbrüchs are, indeed, extremely delicate liqueurs, possessed of more flavour and aroma than any similar productions in the world. But the dry and more natural wines possess these exquisite qualifications in a still higher degree; as a general rule they are drier than French wines, more mellow than those of the Rhine, and more piquant than the choicest of Spain."

The Menes or Menesch is thus described:—

"The district of Arad is commonly also known as that of Menes, owing to the first plantations of vineyards having been made in the particular domain of that village; it comprises a fine chain of hills, many of which are very rugged and precipitous, and which extend along the southern bank of the Máros river to the eastward, towards the higher projecting chains of the Carpathians, of which they form a terminal spur.

"The most celebrated vineyards are mostly situated away from the river to the southward, occupying the basking southerly declivities of the hills; but they extend also into the populous plain of Arad.

"The choicest domains are those occupying the slopes around Menesch, the hill-side of Paülis, and that no less renowned of Magyarath. On a par with these rank the southerly declivities about Györok, Küvin, Kovacsuiz, and Világos (capped by a noble ruin), and those of Gálza and Müszka. Near the domain of Magyarath, again, are the hills of Almáz, Agris, and Pankota; and to the south-eastward from Paülis, those of Radua and Kladova. The vineyards occupying the northern side of the range at the back of the Magyarath, such as those of Silindria and Mokra, are only entitled to a secondary rank.

"The greater proportion of the wines of this district is red; but those best known out of the country are the Aüsbrüchs, both white and red. In fact, very choice wines of both kinds, and whether Aüsbrüchs or dry table wines, are derived from this neighbourhood. The best white wine is obtained from the domains of Magyarath, Müszka, Gálza, Pankota, Agris, and Almáz; and the best red from the other most noted vineyards named. As a general rule, the white wines are not so rich as the red, being, with the exception of the particular produce just noticed, somewhat apt to be tart and harsh.

"The entire produce is divided into two classes, viz.:—

"1. That of the hill-tops and steep slopes, which is necessarily scanty owing to the spare and arid soil, the less number of the plants, and the closer pruning.

"2. That of the plains, which is much more abundant, but inferior, owing to the reverse conditions.

"The red wines are divided into two subordinate classes, viz., those which are pale or bright red, and those which have a rich dark colour. The red Aüsbrüch is amongst the latter, but it loses much of its colour as well as of its sweetness with age, becoming not only drier, but of a pale brown-red hue, at between twenty and forty years.

"Both the red liqueur and dry table wines are remarkable for what is termed 'rich fruity flavour,' leaving a pleasant after-taste, and give off a delicate evanescent fragrance; they are full and spirituous. The choice white wines carry rather more spirit, and they are cleaner, drier, very exhilarating, and said to be exceedingly wholesome."

"I would make one further remark (which was overlooked in an early portion of these notices), a remark which applies to the whole country. It is this: that there are hardly any wines of the lowest character, even amongst those of common consumption, such as those obtained by adding water to the murk, &c. There are very few places in Hungary where this practice is adopted, and then only for the use of the work-people employed by the maker himself. I believe it is an acknowledged fact that such liquors are never introduced into commerce, either local or general. Wine, intrinsically good, often appears under some fashionable pseudonym; but amongst the dry table wines, tampering with the liquor is next to impossible, owing to its inimitable characteristics.

"The liqueur-wines, and the compound decoctions still more, into which spices, herbs, &c., are introduced, are exposed to all kinds of imitations throughout Hungary as elsewhere in the world."

With respect to the wines of the Banat, &c., the same author writes in the following sense:—

"The wine-producing districts in the Banat are divided into three principal sections, viz.; that of Vershetz, that of Weisskirchen, and that of Mehadia and Orsova. The first comprises the low, isolated range of hills which, taking its rise close to the town of Vershetz, from the swampy plains which stretch away to the westward, extends about fifteen miles in a direction to east-north-east, abutting in a valley which separates it from the westernmost spurs of the Carpathians, here terminating in the ridges of Bogshán and Dognatzka. This isolated ridge, with its subordinate ramifications, which extend as far as Meszitz to the south, is comprehended under the general designation of hills of Vershetz. The second includes the particular slopes which terminate the table-land to the southward, surrounding the town of Weisskirchen, between the north-north-west by the north round to the east, commencing at Rothkirchen, some twenty miles to the south-south-east of Vershetz, and extending to the westward by Vracsikar and Krüssitz, as far as Leschkovitz, where they terminate in the plain. The third comprises several of the lower south-westerly declivities of the main chain of the Carpathians, chiefly to the southward of Mehádia, and between that town and Orsova, and near the place where those mountains terminate in the great gorge which serves as an outlet for the waters of the Danube, amplified as they have been by the prodigious confluence of subordinate rivers and streams, effected in the vast basin of Hungary. The Vershetz hills comprise an area of vineyards amounting to about 12,500 acres, producing at the rate of 416 gallons to the acre, in all about 5,200,000 gallons annually.

"The wines are both white and red; the former more abundant, but generally speaking, inferior, and the pale bright-red wines most esteemed. Besides these, two varieties of liqueur-wine are made, the one being a proper Aüsbrüch, derived from withered fruit, and the other resulting from evaporation of the must, and checking fermentation with mustard, &c.

"The choicest produce is derived from Jabüka, Meszitz, Szalczicza, Küstil, &c., to the south-east of Vershetz; Maydan, Küdvitz, Szrèdisty, and Markovesz to the north; the vicinity of Varadia to the east; the particular vineyards of Koslük, Cervenka, and Shiroko-Bilo; and those which occupy the slopes immediately adjoining the chief town, especially on the north-east side, and called by the Germans the Kappellenberg, Schlossberg, Cselsberg, Paül-Adams Loch, Steinbrüch, &c.

"Jabüka and Marcovesz are as remarkable for their excellent white as for their red wine; Maydan and Kappellenberg take the first rank for bright red wine, and Maydan and Koslûk produce the greater quantity of the withered fruit for Aüsbrüch. The slopes are, generally speaking, very gentle, and the vineyards are presented to all aspects, the best of Maydan being northerly; the prevailing aspect is, however, south and south-east, the next most frequent north, and a small proportion north-west.

"Good cellarage is very scarce in the vineyards, so that the wine has to be removed before it is fit. Vershetz itself is a very considerable town, containing a population of more than 20,000 souls, including Germans, Servians, Illyrians, and others. The first plantation of vineyards in the district is attributed to a colony of Germans, chiefly from the wine regions of the Rhine, the Moselle, Maine, &c., who had formed part of the army of Prince Eugène, and which was subsequently increased by further immigration from Germany. The vineyards, as they are at present, are, however, of late date, because they were almost entirely destroyed during the inroad made by the Turks in 1788, and subsequently replanted to greater extent. The principal trade is with Temesvar, Panczova, Arad, and Transylvania. The new wine usually commands about 5 florins the eimer (equal to 73 bottles); the vines are very carefully earthed up for the winter, the ground being twice gone over at intervals of a few weeks to make sure that none of the crowns remain exposed. The vintage takes place in the middle of September. Weisskirchen, about twenty-five miles south-south-east of Vershetz, and not far from the north bank of the Danube, is a place of modern origin, owing its existence almost entirely to a colony of Germans, who, having served under the Prince Eugène till the Peace of Passarovitz, established themselves here in 1718.

"The greater part of the present population is of German extraction, the rest being Illyrians and Wallachs.

"The town occupies a pleasant and pretty site down the declivity, and at the base of a portion of the semi-circular hills by which it is partially surrounded.

"The climate is remarkably mild. Spring frosts are extremely rare, as also are summer hail-storms, which generally do such damage to the vines. The summer heat is great, but not oppressive, owing to the prevailing south and south-east winds, which come down from the Balkan and Dinaric Alps, preserving freshness, without conveying a chill to the atmosphere.

"The greater part of the wine, and certainly the best of it, is red; but there is an increasing quantity of white wine made, and some of it is very good.

"The red wine is of three sorts—

"1. A very luscious liquor, made partly from withered and partly from fresh fruit.

"2. A good sound dry wine.

"3. A good ordinary table wine.

"The first two are, without exception, derived from the hills; the latter is mostly produced in the plantations which extend over the plain to the south and south-west.

"The white wine is of two sorts:—

"1. The choice hill wine; and

"2. The ordinary wine derived from the plains.

"A small quantity of Aüsbrüch, both white and red, is made, but this is not a general practice, because the abstraction of the withered fruit for that purpose prejudices the other wines of first and second quality.

"A considerable quantity of the white wine of first quality is derived from the crest of the hills to the northward.

"The wines of first quality have rated, on an average, at between 10 and 15 florins the eimer, and those of second quality at about 6 florins, having often been as low as 4 florins, but having also reached 10 and even 12 florins on some occasions.

"The vineyards are mostly regular, and the plants very close to one another.

The soil of the choicest slopes consists mainly of a yellowish loam, mingled with slaty shingle and marl.

"The hill ground is most valued, although it does not yield at the rate of more than half that of the plain.

"The hill-vineyards are valued at between 750 and 1,000 florins the acre, and those of the plain at little more than 350 or 400 florins. The former predominate in extent.

"The entire area occupied by the vineyards is about 9,454 acres, yielding at the rate of rather more than 275 gallons to the acre, in all about 2,600,000 gallons annually. They suffered severely on the occasion of the inroads made by the Turks in 1730 and 1788.

"The cellars are mostly very bad, being nothing more than buildings half under ground.

"The district of Mehadia and Orsova produces both white and red wines of considerable merit. The aggregate production is greater than that of Weisskirchen, amounting to nearly 4,000,000 annually. The particular sections of Supànek, Svinjacsa, and Toplecz, are most esteemed."

I have dealt in this despatch more on the future capabilities of Hungarian wines than on their present excellences, because, in these days of general vine-disease, and reduced Customs duties, it behoves the England wine-merchant to endeavour to encourage, in so valuable and unlimited a vineyard as Hungary is, the production of a class of wine which would be appreciated and liked in England, and would be abundant, cheap, and wholesome.

I have also endeavoured not to encumber my memoir with statistical lists and columns of figures, which often tend to confuse such reports, but have ventured to offer in it more the results of such statistical calculations than the details themselves.

It had been my purpose to give a sketch, in a more elaborate form, of the probable result of extended culture of the grape, which the present improvements, already beginning gradually to be adopted in Hungary, will doubtless ere long rapidly effect, but my sudden recall from Pesth prevented this; and I trust to your Excellency's indulgence and kindness to overlook any trifling deficiencies or inaccuracies that may remain in this brief Report on Hungarian wine, which I have not had the benefit of correcting in the country itself, nor of dispatching from the Hungarian capital.

I have, &c.
(Signed) A. GRAHAM DUNLOP.

Netherlands.

Reports by Mr. Ward, Her Majesty's Secretary of Legation.

Supplement to Concise Report for 1860.*

The Hague, February 21, 1861.

Shipping.

THE complete Return of shipping entered and cleared in the Netherlands ports in 1860 has just been published, and is inclosed herewith. It shows a considerable improvement over the preceding year, though not to the extent, in proportion, of the figures stated in the Report for the first seven months (which were extracted from a speech of the Minister of Finance in the Second Chamber).

The second inclosure contains a Return of the merchant shipping for 1860, compared with that for 1859.

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* See Reports presented to Parliament in 1861 (No. 4), p. 287.

Commerce.

The Return of imports and exports for the month of December 1860 not having been made until the 19th instant, a comparative view of the results of the years 1859 and 1860 is only now practicable. The monthly Tables, as published in the Government Gazette, are herewith transmitted, together with the sum of them for the whole year 1860.

Taking the articles of import and export enumerated in the Report for 1859, and comparing them with those of 1860, there is an increase of importation in the last-named year on the following articles:—

		1860.	1859.	Increase in 1860.
Druggists' stores	value £	200,000	100,000	100,000
Cotton yarn..	lbs.	15,491,834	13,808,447	1,683,387
„ twisted or dyed	„	958,293	615,707	342,586
Manufactures of iron	value £	92,744	89,000	3,744
Raw iron	„	850,410	740,930	109,480
Indigo	lbs.	1,314,990	1,247,371	67,619
Coffee	cwt.	1,309,142	1,256,785	52,357
Manufactures of silk, cotton, linen, &c. ..	value £	1,546,700	1,460,000	86,700
Manufactures of coarse woollens ..	lbs.	469,685	431,448	38,237
Manufactures of fine woollens	value £	297,025	270,000	27,025
Horned cattle	head	11,481	8,523	2,958
Sheep	„	11,337	6,587	4,750
Tobacco	cwt.	286,407	245,443	40,964
Wine	casks	73,919	65,699	8,220

And a decrease on the following:—

		1859.	1860.	Decrease in 1860.
Cloths, casimeres, &c.	lbs.	1,129,235	1,104,112	25,123
Sugar	cwt.	1,543,222	1,524,865	18,357
Tin	lbs.	27,431,680	12,342,050	15,089,630
Oleaginous seeds	lasts	30,361	27,439	2,922

EXPORTS.

		1860.	1859.	Increase in 1860.
Butter	lbs.	39,207,180	29,229,970	9,977,210
Druggists' stores	value £	111,900	74,300	37,600
Cotton yarn..	lbs.	196,776	195,496	1,280
„ twisted or dyed	„	774,505	733,673	40,832
Spirits	casks	242,822	203,713	39,109
Manufactures of iron	value £	62,864	50,000	12,864
Cheese	cwt.	569,180	490,000	79,180
Coffee	„	1,057,375	1,047,365	10,010
Manufactures of silk, cotton, linen, &c. ..	value £	1,222,051	800,000	422,051
Coarse woollens	lbs.	154,095	131,714	22,381
Tobacco	cwt.	144,859	141,038	3,821

The export of the following articles has fallen off in 1860:—

		1859.	1860.	Decrease in 1860.
Cloths, casimeres, &c.	lbs.	105,697	27,477	78,220
Fine woollens	value £	6,300	5,928	372
Iron	„	615,646	379,200	236,446
Indigo	lbs.	1,292,432	1,083,560	208,872
Horned cattle	head	68,952	68,212	740
Sheep	„	162,706	134,138	28,568
Sugar, refined	cwt.	1,100,000	1,059,314	40,686
Tin	lbs.	10,374,632	9,892,810	481,822

(Signed) WILLIAM R. WARD.

(No. 1.)—Statement of Sea-going Ships Entered and Cleared during the years 1831 to 1860 inclusive.

Years.	Entered.								Years.	Cleared.							
	Under the Netherland flag.		Under other flags.		Total.		Entered in ballast.			Under the Netherland flag.		Under other flags.		Total.		Entered in ballast.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.		Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1831	1,995	229,463	2,545	314,933	4,540	544,396	403	25,772	1831	1,091	140,269	1,769	192,589	2,860	332,858	2,109	242,779
1832	2,176	240,704	3,190	390,891	5,366	631,595	383	30,075	1832	1,132	141,435	1,826	206,279	2,958	347,714	2,872	334,003
1833	1,616	159,864	4,093	447,990	5,709	607,854	352	23,225	1833	907	112,587	2,192	241,706	3,099	354,293	2,995	303,560
1834	2,335	261,636	2,984	364,821	5,319	626,457	328	25,592	1834	1,373	186,238	1,854	220,015	3,227	406,253	2,505	266,515
1835	2,367	278,372	2,754	275,664	5,121	654,036	333	20,079	1835	1,446	196,135	1,857	229,361	3,303	425,496	2,204	254,002
1836	2,321	272,609	2,481	345,260	4,802	617,869	373	23,689	1836	1,532	209,741	1,882	240,130	3,414	449,871	1,831	217,490
1837	2,565	306,931	2,822	418,510	5,387	725,441	400	27,664	1837	1,549	223,162	1,977	274,012	3,526	497,174	2,258	273,126
1838	2,494	303,971	3,001	463,671	5,495	767,642	382	24,384	1838	1,716	238,953	1,865	261,778	3,581	500,731	2,359	324,844
1839	2,727	345,807	3,452	594,916	6,179	940,723	466	29,906	1839	1,976	283,150	2,008	312,896	3,984	596,046	2,723	404,649
1840	2,614	340,933	3,255	551,915	5,869	892,848	395	22,958	1840	1,853	271,223	1,789	264,570	3,642	535,793	2,656	388,267
1841	2,608	363,166	3,101	510,727	5,709	873,893	385	20,904	1841	1,869	277,147	1,851	273,542	3,720	550,689	2,469	360,547
1842	2,482	341,719	3,446	588,315	5,928	930,034	398	23,657	1842	1,800	275,638	1,741	263,690	3,541	539,328	2,826	442,081
1843	2,476	363,805	3,377	589,921	5,853	953,726	337	20,089	1843	1,778	279,187	1,666	255,984	3,444	535,171	2,824	432,327
1844	2,565	375,532	2,957	481,687	5,522	857,219	309	19,572	1844	1,942	282,787	1,666	273,277	3,608	556,064	2,279	358,732
1845	2,851	394,596	3,364	518,310	6,205	912,906	356	25,990	1845	2,092	303,544	1,814	270,351	3,906	573,895	2,716	359,418
1846	3,236	437,381	4,316	713,862	7,552	1,151,243	492	58,195	1846	2,008	290,016	2,218	352,819	4,226	642,835	3,829	574,906
1847	3,239	447,275	4,127	667,688	7,366	1,114,963	334	35,762	1847	1,976	282,593	2,174	372,503	4,150	655,096	3,490	522,045
1848	3,062	433,640	2,773	483,044	5,835	916,584	385	66,442	1848	2,189	307,960	1,784	324,926	3,973	632,886	2,751	389,057
1849	3,296	452,812	3,123	557,336	6,419	1,010,148	707	66,416	1849	2,481	339,654	2,079	384,956	4,560	724,610	2,427	370,974
1850	3,117	439,617	3,229	590,056	6,346	1,029,673	613	70,098	1850	2,467	365,008	2,274	407,625	4,741	772,633	2,276	364,231
1851	3,104	460,884	3,345	629,014	6,449	1,089,898	509	74,220	1851	2,168	332,196	2,171	422,672	4,339	754,868	2,943	462,828
1852	3,170	492,185	3,807	689,184	6,977	1,181,369	479	68.359	1852	2,450	375,594	2,308	443,798	4,758	819,392	2,950	495,487
1853	3,118	476,533	3,268	586,744	6,386	1,063,277	491	87,060	1853	2,104	327,026	2,311	438,907	4,415	765,933	2,679	450,013
1854	3,514	548,193	3,614	606,257	7,128	1,154,450	474	89,682	1854	2,290	370,432	2,243	452,353	4,533	822,785	3,291	461,896
1855	3,688	571,566	4,100	731,884	7,788	1,303,450	469	81,093	1855	2,243	391,034	1,999	419,092	4,242	810,126	4,203	633,544
1856	3,611	611,206	4,366	798,481	7,977	1,409,687	537	69,432	1856	2,524	473,554	2,282	478,571	4,806	952,125	3,409	613,143
1857	3,707	646,048	4,585	899,885	8,292	1,545,933	491	67,386	1857	2,538	507,412	2,113	508,545	4,651	1,015,957	4,182	669,323
1858	3,407	621,515	4,966	980,184	8,373	1,601,699	432	62,501	1858	2,223	478,218	2,101	519,593	4,324	997,811	4,572	722,438
1859	3,261	580,390	4,385	876,090	7,646	1,456,480	498	58,292	1859	2,326	438,594	2,244	501,512	4,570	940,106	3,543	571,501
1860	3,699	639,399	4,518	952,020	8,217	1,591,419	497	66,415	1860	2,644	508,611	2,372	553,774	5,016	1,062,385	3,985	674,761

(No. 2.)—Comparative Statement of Netherland Merchant Shipping on December 31, 1859, and December 31, 1860.

Description of Ship.	In being on the 31st December, 1859.		Lost, condemned, &c. according to information received in 1860.		Difference of measurement in ships re-measured in 1860.		New built ships furnished with sea-letters in 1860.		Ships struck off in 1860, but brought afloat again.		Total ships in being on the 31st December, 1860.	
	Ships.	Tons.	Ships.	Tons.	Less Tons.	More Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
ppers	4	1,567	..	..	..	..	..	..	..	..	4	1,567
ps	156	62,224	13	4,997	..	..	2	780	..	..	145	58,007
arques and Pinks	410	122,072	28	8,044	16	..	5	1,077	..	..	387	115,089
Brigs	140	16,828	3	298	2	..	12	1,111	..	..	149	17,639
Schooners	345	28,659	14	1,087	2	..	26	1,977	..	..	357	29,549
Brigantines and Barkentines	3	306	1	120	..	..	..	..	..	..	2	186
Galiots and Galiasses	296	18,389	18	1,161	3	..	25	1,574	..	..	303	18,799
Koff-boats	601	36,323	48	2,351	5	..	9	429	2	132	564	34,528
Hoys	263	7,960	22	665	..	1	17	557	..	..	258	7,853
Smacks	27	921	2	60	.	..	1	32	..	..	26	893
Gaff and Kag-boats	1	54	..	..	..	..	..	..	..	..	1	54
Cutters, sloops, cabin-boats, and yachts	5	164	..	..	..	..	..	..	..	..	5	164
Pavilion and Belander-boats	1	48	..	..	..	..	..	..	..	..	1	48
Praam, Ever, and Pinkel-boats	3	65	..	..	..	..	..	..	..	..	3	65
Schok-boats	1	17	..	..	..	..	..	..	..	..	1	17
Hoy-boats	30	1,675	1	71	2	..	..	..	..	..	29	1,602
Well-boats	15	459	..	..	..	..	1	9	..	..	16	468
Bomb and Pink-boats	61	874	..	..	..	..	2	27	..	..	68	901
Fish-sniggers	3	47	1	11	..	..	2	31	1	17	5	84
Steam-boats	41	7,623	2	444	..	..	3	294	..	..	42	6,873
Totals	2,406	305,675	153	19,309	30	1	105	7,900	3	149	2,361	294,386

(No. 3.)—Statements of Importation, Exportation, and Transit of some of the Principal Articles of Commerce in the Netherlands, in each Month of the Year 1860.

[N.B.—The Returns for the latter half of the Year are comparative with the corresponding Months of 1859.]

JANUARY 1860.

Articles.	Standard.	Total Imports.	Imports for Consumption.	Total Exports.	Export of Home Produce, of Articles Duty Free, or which have paid Duty.	Transit.
Butter	Kilos.	106,874	106,334	1,060,335	1,059,795	540
Druggists' stores	Value	488,651	160,879	290,962	88,784	202,178
Yarn :—						
Cotton, not twisted or dyed	Kilos.	964,865	398,256	606,429	2,450	603,979
„ twisted or dyed	„	195,160	28,107	191,327	25,909	165,418
Spirits, in cask	Casks of 22 gallons	5,754	580	15,562	14,462	1,100
Grain :—						
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	626	483	1,323	1,180	143
Rye	„	2,575	1,869	1,537	924	613
Barley	„	1,580	1,413	2,438	2,271	167
Buckwheat	„	239	238	18	18	
Oats	„	186	186	666	666	
Iron, raw	Value	251,918	251,918	195,058	195.058	
„ articles of	„	136,575	44,583	113,754	20,382	93,372
Indigo	Kilos.	129,023	24,211	40,399	2,617	37,782
Cheese	„	9,774	4,333	1,902,956	1,897,515	5,441
Raw cotton	„	1,947,450	1,938 913	853,639	845,102	8,537
Coffee	„	5,352,292	5,337,603	2,698,018	2,683,329	14,689
Manufactures of silk, cotton, hemp, flax, &c.	Value	1,900,755	1,159,576	1,748,436	1,002,006	746,430
„ wool, cloths, &c.	Kilos.	40,404	37,820	2,841	257	2,584
„ wool, weighing more than 1 kilogramme per 6 mètres	„	15,700	7,837	12,029	4,182	7,847
„ wool, weighing less than 1 kilogramme per 6 mètres	Value	239,659	159,271	83,620	3,822	79,798

JANUARY 1860—(*continued*).

Articles.	Standard.	Total Imports.	Imports for Consumption.	Total Exports.	Export of Home Produce, of Articles Duty Free, or which have paid Duty.	Transit.
Oil, from seeds	Casks	4,476	8	5,337	709	4,628
Rice	Kilos.	5,178,540	3,959,163	1,359,766	1,358,651	1,11
Fat cattle :—						
Cows, oxen, &c.	Head	506	450	4,997	4,941	56
Sheep	,,	841	761	8,445	8,365	80
Sugar, raw	Kilos.	8,207,777	4,018,191	652,772	29	652,743
,, refined	,,	221	1	3,603,812	3,603,592	220
Tobacco, roll or leaf	,,	1,053,449	629,325	962,048	607,335	354,713
Tin	,,	367,745	367,745	180,871	180,871	
Wine, in cask	Casks	4,735	2,035	2,192	—	2,192
Oleaginous seeds	Lasts	1,068	1,017	636	355	281

FEBRUARY 1860.

Articles.	Standard.	Total Imports.	Imports for Consumption.	Total Exports.	Export of Home Produce, of Articles Duty Free, or which have paid Duty.	Transit.
Butter	Kilos.	171,857	165,023	1,237,090	1,230,453	6,637
Druggists' stores	Value	533,877	76,573	581,188	85,274	495,914
Yarn :—						
Cotton, not twisted or dyed	Kilos.	1,206,373	464,567	756,959	1,349	755,610
,, twisted or dyed	,,	253,970	38,870	222,593	8,493	214,100
Spirits, in cask	Casks of 22 gallons	1,307	512	26,104	24,266	1,838
Grain :—						
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	637	467	1,993	1,762	231
Rye	,,	802	1,136	1,168	1,076	92
Barley	,,	535	527	1 477	1,469	8
Buckwheat	,,	524	524	17	17	
Oats	,,	58	58	1,063	1,063	
Iron, raw	Value	361,568	360,198	108,645	107.275	1,370
,, articles of	,,	141,323	56,534	91,693	8,340	83,353
Indigo	Kilos.	73,533	15.335	42,543	21,297	21,246
Cheese	,,	6,723	5,048	1,645,109	1,642.931	2,178
Raw cotton	,,	3,169,375	3,169,375	1,518,830	1,518,830	
Coffee	,,	3,788,871	3,772,617	2,160,761	2,144,507	16,254
Manufactures of silk, cotton, hemp, flax, &c.	Value	2,893,763	2,139,248	1,728,733	964,398	764,335
,, wool, cloths, &c.	Kilos.	71,136	67,656	3,584	366	3,218
,, wool, weighing more than 1 kilogramme per 6 mètres	,,	37,588	26,752	13,206	2,372	10,834
,, wool, weighing less than 1 kilogramme per 6 mètres	Value	639,119	482,578	160,910	5,497	155,413
Oil, from seeds	Casks	8,438	1	9,246	808	8,438
Rice	Kilos.	1,809,456	2,352,006	950,633	899,960	50,673
Fat cattle :—						
Cows, oxen, &c.	Head	737	607	4,589	4,459	130
Sheep	,,	565	380	5,840	5,655	185
Sugar, raw	Kilos.	6,010,017	5,936,043	1,293,084	690	1,292,394
,, refined	,,	1,343	44	3,157,583	3,154,264	3,319
Tobacco, roll or leaf	,,	348,994	241,774	464,044	342,210	121,834
Tin	,,	137,502	136,327	225,674	225,674	
Wine, in cask	Casks	6,242	3,794	2,293	—	2,293
Oleaginous seeds	Lasts	1,217	1,024	705	501	204

MARCH 1860.

Articles.	Standard.	Total Imports.	Imports for Consumption.	Total Exports.	Export of Home Produce, of Articles Duty Free, or which have paid Duty.	Transit.
Butter	Kilos.	177,535	152,422	1,419,804	1,394,691	25,113
Druggists' stores	Value	548,630	98,005	489,917	106,725	383,192
Yarn :—						
Cotton, not twisted or dyed ..	Kilos.	1,160,169	604,996	569,264	2,292	566,972
,, twisted or dyed ..	,,	237,121	42,186	223,387	27,848	195,539
Spirits, in cask	Casks of 22 gallons	2,114	443	31,521	28,564	2,957
Grain :—						
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	849	871	1,567	1,566	1
Rye	,,	1,678	1,387	2,832	2,348	484
Barley	,,	1,048	1,044	1,204	1,201	3
Buckwheat	,,	798	825	31	31	
Oats	,,	187	187	1,459	1,459	
Iron, raw	Value	522,171	522,021	267,977	267,827	150
,, articles of	,,	282,533	106,410	275,948	103,656	127,292
Indigo	Kilos.	88,343	29,049	38,927	10,661	28,266
Cheese	,,	82,456	61,756	2,380,191	2,359,752	20,439
Raw cotton	,,	3,523,312	3,294,594	2,189,848	2,137,243	53,605
Coffee..	,,	7,412,845	7,382,967	3,653,893	3,633,084	20,809
Manufactures of silk, cotton, hemp, flax, &c.	Value	3,737,644	2,586,963	2,199,055	1,047,183	1,151,872
,, wool, cloths, &c. .	Kilos.	82,536	73,471	10,764	6,095	4,669
,, wool, weighing more than 1 kilogramme per 6 mètres ..	,,	39,579	26,567	22,076	9,038	13,038
,, wool, weighing less than 1 kilogramme per 6 mètres ..	Value	772,562	603,515	182,121	13,774	168,347
Oil, from seeds	Casks	11,133	20	13,445	2,345	11,100
Rice	Kilos.	2,443,175	2,613,881	1,642,393	1,324,051	318,342
Fat cattle :—						
Cows, oxen, &c.	Head	1,110	746	5,505	5,141	364
Sheep	,,	683	498	4,422	4,237	185
Sugar, raw	Kilos.	10,391,463	6,613,421	1,940,635	789	1,939,846
,, refined	,,	4,864	29	4,111,344	4,105,372	5,972
Tobacco, roll or leaf	,,	598,980	490,753	644,273	449,871	194,402
Tin	,,	590,833	590,833	207,579	207,579	
Wine, in cask	Casks	18,065	5,727	7,479	—	7,479
Oleaginous seeds	Lasts	1,277	1,270	586	423	163

APRIL 1860.

Articles.	Standard.	Total Imports.	Imports for Consumption.	Total Exports.	Export of Home Produce, of Articles Duty Free, or which have paid Duty.	Transit.
Butter	Kilos.	195,073	61,151	1,835,884	1,703,367	132,517
Druggists' stores	Value	447,640	75,873	564,913	44,421	520,492
Yarn :—						
Cotton, not twisted or dyed ..	Kilos.	1,098,225	510,632	600,558	2,617	597,941
,, twisted or dyed.. ..	,,	234,392	43,233	240,548	46,069	194,479
Spirits, in cask	Casks of 22 gallons	5,407	484	31,992	26,466	5,526
Grain :—						
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	2,869	2,569	2,151	1,734	417
Rye	,,	5,094	4,088	2,989	1,937	1,052
Barley	,,	2,794	2,754	1,781	1,741	40
Buckwheat	,,	1,150	1,122	36	36	
Oats	,,	186	186	1,628	1,628	
Flour	Kilos.	2,453,090	2,085,498	468,079	96,402	371,677
Iron, raw	Value	669,869	669,869	417,945	417,945	
,, articles of	,,	349,153	105,304	286,361	37,523	248,838
Indigo	Kilos.	54,928	15,086	45,706	29,398	16,308
Cheese	,,	183,301	6,690	1,610,497	1,434,012	176,485

APRIL 1860—(*continued*).

Articles.	Standard.	Total Imports.	Imports for Consumption.	Total Exports.	Export of Home Produce, of Articles Duty Free, or which have paid Duty.	Transit.
Raw cotton	Kilos.	2,819,932	2,747,212	2,281,374	2,208,654	72,720
Coffee	„	9,470,966	9,454,438	9,477,926	9,461,398	16,528
Manufactures of silk, cotton, hemp, flax, &c.	Value	2,387,774	1,416,545	2,799,811	1,844,271	955,540
„ wool, cloths, &c.	Kilos.	50,825	47,452	3,816	791	3,025
„ wool, weighing more than 1 kilogramme per 6 mètres	„	26,439	17,751	11,514	2,676	8,838
„ wool, weighing less than 1 kilogramme per 6 mètres	Value	441,885	336,093	111,345	6,512	104,833
Oil, from seeds	Casks	7,850	6	9,224	1,380	7,844
Rice	Kilos.	4,942,990	4,175,293	2,606,219	2,135,567	470,652
Fat cattle :—						
Cows, oxen, &c.	Head	833	618	5,445	5,230	215
Sheep	„	535	331	3,769	3,565	204
Sugar, raw	Kilos.	15,015,833	4,750,654	4,658,382	22,946	4,635,436
„ refined	„	70,410	263	3,439,651	3,366,066	73,585
Tobacco, roll or leaf	„	899,081	581,596	570,102	456,653	113,449
Tin	„	638,435	638,435	211,465	211,465	
Wine, in cask	Casks	34,699	6,167	15,795	—	15,795
Oleaginous seeds	Lasts	2,245	2,071	727	381	346

MAY 1860.

Articles.	Standard.	Total Imports.	Imports for Consumption.	Total Exports.	Export of Home Produce, of Articles Duty Free, or which have paid Duty.	Transit.
Butter	Kilos.	111,037	24,334	2,125,504	2,038,801	86,703
Druggist's Stores	Value	661,868	366,960	298,945	25,306	273,639
Yarn :—						
Cotton, not twisted or dyed	Kilos.	1,101,533	707,151	407,617	20,666	386,951
„ twisted or dyed	„	265,522	45,665	269,649	49,297	220,352
Spirits, in cask	Casks of 22 gallons	5,433	602	22,250	18,871	3,379
Grain :—						
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	3,773	2,467	1,788	1,482	1,306
Rye	„	11,361	9,288	5,119	2,981	2,138
Barley	„	3,873	3,873	1,156	1,156	
Buckwheat	„	1,206	1,206	63	63	
Oats	„	110	110	2,257	2,257	
Flour	Kilos.	1,753,386	1,579,266	225,586	111,316	114,270
Iron, raw	Value	3,648,592	3,628,662	746,129	726,199	19,930
„ articles of	„	440,127	134,729	333,778	26,521	307,257
Indigo	Kilos.	88,210	105,444	177,744	146,546	31,198
Cheese	„	54,594	17,183	1,359,007	1,321,748	37,259
Raw cotton	„	4,282,379	4,277,221	2,718,832	2,173,674	5,158
Coffee	„	11,869,219	11,857,656	5,938,933	5,927,370	11,563
Manufactures of silk, cotton, hemp, flax, &c.	Value	2,666,928	1,445,323	2,199,203	963,118	1,236,085
„ wool, cloths, &c	Kilos.	47,600	41,586	6,245	231	6,014
„ wool, weighing more than 1 kilogramme per 6 mètres	„	22,720	15,094	10,563	3,282	7,281
„ wool, weighing less than 1 kilogramme per 6 mètres	Value	376,644	261,038	117,372	2,751	114,621
Oil from seeds	Casks	11,819	18	12,442	751	11,691
Rice	Kilos.	4,621,544	2,955,686	1,110,394	1,050,481	59,913
Fat cattle :—						
Cows, oxen, &c.	head	1,585	1,165	7,905	7,485	420
Sheep	„	3,072	959	10,382	8,269	2,113
Sugar, raw	Kilos.	14,372,399	5,534,834	3,045,630	5,190	3,040,440
„ refined	„	57,956	4	5,830,531	5,797,799	32,732
Tobacco, roll or leaf	„	1,453,770	902,811	954,204	576,739	377,465
Tin	„	1,083,950	1,083,950	221,984	221,984	
Wine, in cask	Casks	32,849	10,564	9,416	3	9,413
Oleaginous seeds	Lasts	1,405	1,190	436	221	215

JUNE 1860.

Articles.	Standard.	Total Imports.	Imports for Consumption.	Total Exports.	Export of Home Produce, of Articles Duty Free, or which have paid Duty.	Transit.
Butter	Kilos.	128.788	29,537	1,925,483	1,826,232	99,251
Druggist's Stores	Value	370,331	130,529	391,148	91,239	299,909
Yarn :—						
Cotton, not twisted or dyed	Kilos.	1,007,052	550,523	471,461	2,665	468,796
„ twisted or dyed	„	248,543	31,820	239,879	22,439	217,440
Spirits, in cask	Casks of 22 gallons	4,755	356	23,104	19,203	3,901
Grain :—						
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	4,461	4,290	1,203	1,091	112
Rye	„	17,337	14,427	4,485	1,681	2,804
Barley	„	4,509	4,500	735	726	9
Buckwheat	„	549	549	61	61	
Oats	„	190	53	1,789	1,652	137
Flour	Kilos.	1,890,969	1,559,299	469,329	96,482	372,847
Iron, raw	Value	682,947	682,947	364,337	364,337	
„ articles of	„	299,173	102,294	270,025	87,749	182,276
Indigo	Kilos.	36,951	40,799	150,309	119,462	30,847
Cheese	„	30,093	17,671	2,141,672	2,129,164	12,508
Raw cotton	„	3,224,702	3,224,702	2,331,472	2,331,472	
Coffee	„	2,537,536	2,520,965	2,143,143	2,126,572	16,571
Manufactures of silk, cotton, hemp, flax, &c.	Value.	2,333,432	1,026,282	2,329,191	1,039,453	1,289,738
„ wool, cloths, &c.	Kilos.	30,767	25,920	5,545	698	4,847
„ wool, weighing more than 1 kilogramme per 6 mètres	„	23,952	12,289	20,919	8,838	12,081
„ wool, weighing less than 1 kilogramme per 6 mètres	Value	336,502	206,036	137,460	7,201	130,259
Oil from seeds	Casks	5,015	56	6,423	1,490	4,933
Rice	Kilos.	1,352,861	1,295,402	1,131,280	1,009,630	121,650
Fat cattle :—						
Cows, oxen, &c.	head	2,043	1,404	6,339	5,700	639
Sheep	„	3,971	2,088	4,940	3,057	1,883
Sugar, raw	Kilos.	6,453,554	6,189,391	3,135,161	6,909	3,128,252
„ refined	„	46,382	2	5,649,694	5,604,786	44,908
Tobacco, roll or leaf	„	1,465,427	874,992	524,396	278,070	246,326
Tin	„	159,857	159,857	257,905	257,905	
Wine, in cask	Casks	17,841	10,085	6,325	„	6,325
Oleaginous seeds	Lasts	2,732	2,245	551	63	488

Articles.	Standard.	Total Imports.		Imports for Consumption.		Total Exports.		Export of Home Produce, of Articles Duty Free, or which have paid Duty.		Transit.	
		1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.
Butter	Kilogrammes	21,179	205,300	7,117	23,280	1,246,034	1,713,893	1,231,972	1,531,873	14,062	182,020
Druggists' stores	Value	363,877	421,673	161,245	120,860	281,926	459,254	47,930	167,044	233,996	292,210
Yarn :—											
Cotton, not twisted or dyed . . .	Kilogrammes	1,120,121	1,095,048	617,188	444,338	506,945	650,869	13,000	2,541	493,945	648,328
„ twisted or dyed . . .	„	137,414	251,091	28,475	50,573	205,445	240,818	66,891	44,074	138,554	196,744
Spirits, in cask	Casks of 22 gallons	3,694	2,324	281	439	19,717	22,338	17,308	19,633	2,409	2,705
Grain :—											
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters.	1,351	1,251	995	1,185	883	997	503	896	380	101
Rye		4,385	20,611	4,216	19,308	121	3,219	69	2,051	52	1,168
Barley		1,928	3,435	1,928	3,376	1,350	578	1,350	519	..	59
Buckwheat		398	388	398	388	13	17	13	17		
Oats		2,625	566	1,239	487	3,098	552	1,630	473	1,468	79
Flour	Kilogrammes	896,144	1,415,055	894,388	1,248,508	150,462	129,796	145,494	24,893	4,968	104,903
Iron, raw	Value	862,226	522,663	850,441	522,663	633,499	294,460	621,714	294,460	11,785	
„ articles of	„	298,776	335,363	64,673	90,647	319,373	366,178	84,601	110,655	234,772	255,523
Indigo	Kilogrammes	83,542	155,097	68,622	23,696	66,727	62,531	54,541	32,697	12,186	29,834
Cheese	„	29,418	22,533	9,677	8,550	2,492,708	3,005,954	2,474,530	2,991,971	18,178	13,983
Raw cotton	„	1,592,114	3,344,801	1,586,353	3,331,536	1,515,247	2,688,165	1,509,486	2,674,900	5,761	13,265
Coffee	„	5,501,378	4,030,682	5,493,273	3,995,928	2,495,516	3,067,578	2,487,411	3,032,824	8,105	34,754
Manufactures of silk, cotton, hemp, flax, &c. .	Value	1,861,381	2,374,321	1,061,027	1,121,393	2,200,274	2,906,349	1,396,334	1,622,808	803,940	1,283,541
„ „ wool, cloths, &c. . .	Kilogrammes	28,067	25,487	25,038	21,533	3,415	4,694	474	310	2,941	4,384
„ „ wool, weighing more than 1 kilogramme per 6 mètres . . .	„	14,117	25,979	9,446	12,273	12,379	17,608	7,080	3,842	5,299	13,766
„ „ wool, weighing less than 1 kilogramme per 6 mètres . . .	Value	193,837	296,367	139,439	172,066	58,217	129,615	4,219	3,689	53,998	125,926
Oil from seeds	Casks	1,323	4,282	..	..	3,476	299,487	2,125	295,200	1,351	4,287
Rice	Kilogrammes	1,763,418	1,701,472	1,695,088	1,147,362	896,370	1,660,805	857,556	1,548,246	38,814	112,559
Fat cattle :—											
Cows, oxen, &c.	Head	621	2,399	621	1,649	3,333	6,233	3,333	5,483	..	750
Sheep	„	306	4,748	306	1,650	19,805	26,023	19,805	22,925	..	3,098
Sugar, raw	Kilogrammes	11,096,006	6,688,556	7,701,554	8,192,266	2,712,492	2,633,382	1,583	41,289	2,710,909	2,592,093
„ refined	„	8,285	20,848	28	6	4,657,295	5,120,217	4,649,038	5,099,784	8,257	20,433
Tobacco, roll or leaf	„	2,388,722	3,748,601	1,987,281	2,281,976	766,261	869,548	341,241	467,081	425,020	402,467
Tin	„	594,921	288,784	594,921	288,784	560,400	1,021,824	560,400	1,021,824		
Wine, in casks	Casks	5,724	9,926	4,569	4,932	3,612	6,240	..	..	3,612	6,240
Oleaginous seeds	Lasts	1,810	3,569	1,791	3,459	862	213	843	59	19	154

AUGUST 1859 AND 1860.

Articles.	Standard.	Total Imports.		Imports for Consumption.		Total Exports.		Export of Home Produce, of Articles Duty Free, or which have Paid Duty.		Transit.	
		1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.
Butter	Kilogrammes	18,932	207,573	10,932	17,893	1,504,345	1,902,526	1,496,345	1,712,846	8,000	189,680
Druggists' stores	Value	468,910	487,579	64,366	163,975	535,190	460,771	215,552	114,544	319,638	346,227
Yarn :—											
Cotton, not twisted or dyed	Kilogrammes	1,202,978	1,143,261	559,983	466,981	700,569	693,888	1,613	21,650	699,406	672,238
,, twisted or dyed	,,	228,165	224,831	27,939	36,639	233,560	202,252	37,956	4,560	195,604	197,692
Spirits, in cask	Casks of 22 gallons	2,927	1,443	312	315	16,255	23,683	12,918	20,802	3,337	2,881
Grain :—											
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	1,114	1,176	1,141	939	798	718	785	481	13	237
Rye		9,036	14,258	9,029	13,126	323	1,178	307	553	16	625
Barley		2,959	2,480	2,839	2,480	754	406	634	406	120	
Buckwheat		285	37	285	37	9	5	9	5		
Oats		1,349	227	968	147	1,024	808	645	760	379	48
Flour	Kilogrammes	1,151,356	1,529,198	1,091,229	1,399,689	104,504	190,290	44,377	29,520	60,127	160,770
Iron, raw	Value	875,997	681,821	875,907	681,821	714,931	310,319	714,841	310,319	90	
,, articles of	,,	260,322	328,208	66,807	82,707	269,196	275,159	74,779	38,018	194,417	237,141
Indigo	Kilogrammes	61,390	114,946	10,116	30,062	82,791	101,663	26,342	16,599	56,449	85,064
Cheese	,,	15,449	43,214	7,408	27,251	2,008,143	3,140,558	1,999,863	3,124,595	8,280	15,963
Raw cotton	,,	1,515,547	854,103	1,515,547	853,942	2,078,895	2,216,267	2,078,895	2,216,106	..	161
Coffee	,,	3,403,177	5,993,135	3,366,937	5,967,383	5,133,973	4,287,823	5,091,219	4,262,071	42,754	25,752
Manufactures of silk, cotton, hemp, flax, &c.	Value	2,225,723	2,404,172	1,232,492	1,422,254	1,856,325	1,573,430	903,888	597,781	962,437	975,649
,, ,, wool, cloths, &c.	Kilogrammes	49,422	42,101	45,980	38,859	8,184	3,357	4,888	706	3,296	2,651
,, ,, wool, weighing more than 1 kilogramme per 6 mètres	,,	29,356	30,902	13,753	20,257	22,208	13,605	6,452	4,493	15,756	9,112
,, ,, wool, weighing less than 1 kilogramme per 6 mètres	Value	396,325	523,542	256,269	301,000	149,919	220,098	9,761	2,441	140,158	217,657
Oil from seeds	Casks	3,077	4,305	9	3	7,385	6,817	4,296	2,515	3,089	4,302
Rice	Kilogrammes	1,672,323	1,729,505	1,313,399	2,764,926	1,297,261	1,618,287	1,211,354	1,531,287	85,907	87,000
Fat cattle :—											
Cows, oxen, &c.	Head	1,379	2,479	1,379	2,080	5,546	6,354	5,546	5,955	..	399
Sheep	,,	1,046	4,123	1,046	1,495	32,583	36,406	32,583	33,778	..	2,628
Sugar, raw	Kilogrammes	7,458,941	4,203,923	6,860,373	6,191,720	3,900,016	3,701,577	2,548	928	3,897,468	3,700,649
,, refined	,,	195,152	11,450	3	11	5,239,621	5,740,608	4,998,678	5,710,731	240,943	29,877
Tobacco, roll or leaf	,,	2,676,982	3,484,919	1,258,113	1,472,335	1,261,359	1,570,954	307,523	502,321	953,836	1,068,633
Tin	,,	340,383	365,482	340,383	365,482	596,060	533,166	596,060	533,166		
Wine, in casks	Casks	4,854	6,727	6,269	3,471	2,648	3,283	..	..	2,648	3,283
Oleaginous seeds	Lasts	6,260	3,501	6,100	3,548	876	740	806	647	70	93

Articles.	Standard.	Total Imports.		Imports for Consumption.		Total Exports.		Export of Home Produce, of Articles Duty Free, or which have paid Duty.		Transit.	
		1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.
Butter	Kilogrammes	15,538	182,973	11,733	13,598	1,013,997	1,681,228	1,010,192	1,511,653	3,805	169,375
Druggists' stores	Value	478,800	700,037	108,645	319,521	557,251	687,977	48,200	297,237	509,051	390,760
Yarn: —											
Cotton, not twisted or dyed	Kilogrammes	1,152,903	1,608,008	581,922	740,301	613,691	855,263	4,130	6,816	609,561	848,447
„ twisted or dyed	„	206,371	280,831	23,385	36,811	208,843	291,292	22,911	47,259	185,932	244,033
Spirits, in cask	Casks of 22 gallons	2,335	1,990	609	516	19,942	19,835	15,734	15,947	4,208	3,888
Grain:—											
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	1,536	1,390	1,593	1,158	634	682	626	450	8	232
Rye		6,847	8,913	6,758	7,663	396	374	224	255	172	119
Barley		3,914	5,086	2,890	4,627	2,542	2,109	1,518	1,650	1,024	459
Buckwheat		314	538	314	538	8	23	8	23		
Oats		344	130	254	96	393	306	303	272	90	34
Flour	Kilogrammes	1,326,746	2,015,009	1,314,946	2,029,015	185,961	66,932	174,161	40,091	11,800	26,841
Iron, raw	Value	837,070	784,977	826,862	780,973	438,754	510,298	428,546	506,294	10,208	4,004
„ articles of	„	256,006	379,844	56,341	100,710	242,739	422,059	45,157	138,003	197,582	284,056
Indigo	Kilogrammes	119,547	152,009	43 194	65,290	73,086	69,520	19,939	22,114	53,147	47,406
Cheese	„	42,128	58,760	21,972	31,437	3,189,585	3,050,602	3,162,609	3,025,812	26,976	24,790
Raw cotton	„	1,523,365	2,543,082	1,519,943	2,535,400	1,703,383	1,805,304	1,699,961	1,797,622	3,422	7,682
Coffee	„	3,060,361	3,489,037	3,023,879	3,476,649	8,622,131	4,083,733	8,585,649	4,071,345	36,482	12,388
Manufactures of silk, cotton, hemp, flax, &c.	Value	2,352,733	3,028,624	1,396,463	1,519,951	1,716.613	2,290,114	766,287	854,612	950,326	1,435,532
„ „ wool, cloths, &c.	Kilogrammes	66,275	47,794	59,902	41,748	5,612	6,561	457	1,261	5,155	5,300
„ „ wool, weighing more than 1 kilogramme per 6 mètres	„	43,965	31,485	28,231	21,686	17,137	19,170	712	8,405	16,425	10,765
„ „ wool, weighing less than 1 kilogramme per 6 mètres	Value	433,697	497,338	160,075	363,053	160,075	140,272	5,888	2,712	154,187	137,560
Oil from seeds	Casks	8,596	4,800	23	10	15,118	12,592	6,392	7,833	8,726	4,759
Rice	Kilogrammes	1,590,906	1,470,410	1,210,438	1,897,786	1,388,486	920,972	1,238,469	869,101	150,017	51,871
Fat cattle:—											
Cows, oxen, &c.	Head	1,334	1,129	1,316	861	7,386	5,324	5,368	5,056	18	268
Sheep	„	1,262	4,466	1,142	910	33,354	31,631	33,234	28,075	120	3,556
Sugar, raw	Kilogrammes	7,254,487	11,927,723	10,672,627	9,934,136	1,473,467	4,040,713	..	667	1,473,467	4,040,046
„ refined	„	56,654	21,352	133	40	5.698,037	6,460,059	5,640,071	6,437,396	57,966	22,623
Tobacco, roll or leaf	„	1,726,236	2,106,845	1,434,661	880,496	1,682,665	1,426,090	998,203	647,087	684,462	779,003
Tin	„	231,634	320,729	231,634	320,729	640,761	580,567	640,761	580,567		
Wine, in casks	Casks	8,796	11,283	5,309	10,219	5,815	6,992	..	..	5,815	6,992
Oleaginous seeds	Lasts	6,822	5,292	6.480	4,354	581	1,100	380	221	201	879

OCTOBER 1859 AND 1860.

Articles.	Standard.	Total Imports.		Imports for Consumption.		Total Exports.		Export of Home Produce, of Articles Duty Free, or which have paid Duty.		Transit.	
		1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.
Butter	Kilogrammes	17,141	150,092	19,952	27,177	983,965	1,563,682	983,776	1,441,746	189	121,936
Druggists' stores	Value	442,929	638,359	152,761	212,513	410.557	500,506	43,939	87,330	361,618	413,176
Yarn :—											
Cotton, not twisted or dyed	Kilogrammes	1,207,863	1,555,335	659,876	721,051	518,970	841,429	604	2,906	518,366	838,523
„ twisted or dyed	„	170,533	477,196	25,794	20,846	175,613	337,549	31,296	62,928	144.317	274,621
Spirits, in cask	Casks of 22 gallons	2,226	1,719	125	898	19,755	24,402	15,978	21,223	3,777	3,179
Grain :—											
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	2,061	2,318	2,048	1,845	935	2,940	906	2,773	29	167
Rye		8,864	4,477	6,884	4,727	2,249	825	1,389	671	860	154
Barley		4,583	2,641	2,963	2,110	4,261	3,958	2,641	3,427	1,620	531
Buckwheat		1,012	633	1,012	633	8	26	8	26		
Oats		150	222	145	190	339	1,227	334	1,195	5	32
Flour	Kilogrammes	1,874,092	2,197,448	1,853,286	2,117,007	104,900	188,671	83,894	68,190	21,006	120,481
Iron, raw	Value	740,411	749,616	702,661	749,616	594,263	431,908	556,513	431,908	37,750	
„ articles of	„	337,900	390,152	150,680	99,290	217,672	361,151	32,257	73,349	185,415	287,802
Indigo	Kilogrammes	81,311	183,700	106,908	68,025	146,205	111,515	125,938	20,622	20,267	90,893
Cheese	„	40,601	30,207	14,314	11,807	2,564,988	3,392,998	2,358,701	3,372,659	26,287	20,339
Raw cotton	„	2,192,711	2,860,216	2,192,711	2,858,895	2,198,680	2,278,807	2,198,680	2,277,486	..	1,321
Coffee	„	4,779,292	5,438,231	4,773,044	5,423,296	7,693,731	7,257,789	7,687,483	7,242,944	6,248	14,935
Manufactures of silk, cotton, hemp, flax, &c.	Value	2,277,995	2,620,683	1,283,963	1,252,725	1,846,247	3,260,111	873,490	1,817,382	972,757	1,442,729
„ „ wool, cloths, &c.	Kilogrammes	42,619	49,910	41,323	38,921	3,749	10,744	1,130	1,126	2,619	9,618
„ „ wool, weighing more than 1 kilogramme per 6 mètres	„	32,366	43,705	21,009	21,371	14,131	38,010	2,789	14,629	11,342	23,381
„ „ wool, weighing less than 1 kilogramme per 6 mètres	Value	303,179	339,288	256,026	294,061	48,940	117,521	1,849	11,956	47,091	105,565
Oil from seeds	Casks	7,956	4,251	9	10	15,302	13,875	7,392	9,588	7,910	4,287
Rice	Kilogrammes	1,842,179	2,135,505	2,167,202	2,935,616	1,575,040	3,170,757	1,491,133	2,937,326	83,907	233,431
Fat cattle :—											
Cows, oxen, &c.	Head	1,716	1,039	1,586	1,002	9,468	5,696	9,338	5,659	130	37
Sheep	„	597	3,504	597	961	28,441	31,120	28,441	28,577	..	2,543
Sugar, raw	Kilogrammes	8,237,119	4,098,715	6,013,338	6,063,258	1,766,222	2,968,187	..	1,407	1,766,222	2,966,780
„ refined	„	13,190	9,268	698	39	4,243,535	5,139,889	4,233,217	5,129,222	10,318	10,667
Tobacco, roll or leaf	„	2,253,722	2,670,415	1,778,523	2,439,495	1,495,978	1,646,030	943,227	979,339	552,751	666,691
Tin	„	498,905	411,882	498,905	411,882	391,068	320,024	391,068	320,024		
Wine, in casks	Casks	9,297	11,483	6,052	6,682	5,127	8,347	..	..	5,127	8,347
Oleaginous seeds	Lasts	6.869	4.545	5.603	3.774	1.311	1.289	671	540	640	749

NOVEMBER 1859 AND 1860.

Articles.	Standard.	Total Imports.		Imports for Consumption.		Total Exports.		Export of Home Produce, of Articles Duty Free, or which have paid Duty.		Transit.	
		1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.
Butter	Kilogrammes	29,561	120,504	29,317	38,822	1,073,353	1,202,101	1,073,109	1,111,440	244	82,661
Druggists' stores	Value	478,618	387,254	98,450	218,061	354,605	247,243	60,195	71,667	294,410	175,576
Yarn :—											
Cotton, not twisted or dyed	Kilogrammes	1,559,547	1,701,712	716,338	857,967	852,369	810,769	26,839	626	825,530	810,143
,, twisted or dyed	,,	208,407	272,372	20,125	34,802	233,563	241,511	46,145	8,645	187,418	232,866
Spirits, in cask	Casks of 22 gallons	1,916	869	1,171	565	16,971	19,977	14,221	17,354	2,750	2,623
Grain :—											
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	2,075	4,091	1,786	3,547	940	1,102	825	558	115	544
Rye		5,083	4,104	5,188	4,453	1,764	1,063	1,550	850	214	213
Barley		5,413	3,711	3,239	1,936	4,809	4,705	2,635	2,930	2,174	1,775
Buckwheat		1,293	898	1,293	898	9	24	9	24		
Oats		343	275	343	196	180	856	180	777	..	79
Flour	Kilogrammes	1,915,796	2,394,707	1,915,738	2,086,890	170,881	361,889	170,823	24,112	58	337,777
Iron, raw	Value	475,695	664,442	475,635	664,417	359,075	346,763	359,015	346,763	60	
,, articles of	,,	277,006	260,697	81,699	81,851	219,728	200,090	20,206	15,036	199,522	185,054
Indigo	Kilogrammes	90,152	66,150	72,335	38,755	106,787	92,324	59,806	50,500	46,981	41,824
Cheese	,,	49,682	43,210	20,795	24,073	3,094,233	3,251,629	3,065,613	3,232,492	28,620	19,137
Raw cotton	,,	1,178,619	2,102,929	1,178,619	2,102,929	2,323,495	1,553,897	2,823,495	1,553,897		
Coffee	,,	4,427,373	3,726,446	4,405,986	3,723,544	3,309,739	5,547,053	3,288,352	5,544,151	21,387	2,902
Manufactures of silk, cotton, hemp, flax, &c.	Value	1,967,547	2,395,290	989,828	1,119,947	2,366,374	2,211,541	1,375,272	959,637	991,102	1,251,904
,, ,, wool, cloths, &c.	Kilogrammes	39,087	44,971	34,869	37,961	6,705	8,724	2,283	430	4,422	8,294
,, ,, wool, weighing more than 1 kilogramme per 6 mètres	,,	28,869	28,619	12,585	19,962	23,206	14,632	7,026	5,181	16,180	9,451
,, ,, wool, weighing less than 1 kilogramme per 6 mètres	Value	223,896	257,643	116,977	174,900	114,490	86,320	7,371	2,994	107,119	83,326
Oil from seeds	Casks	6,636	4,974	634	5	14,741	8,362	8,910	3,303	5,831	5,059
Rice	Kilogrammes	2,364,077	2,074,716	3,424,452	2,080,559	991,858	3,434,433	947,316	3,303,221	44,542	131,212
Fat cattle :—											
Cows, oxen, &c.	Head	790	641	790	630	7,957	6,679	7,957	6,668	..	11
Sheep	,,	1,213	4,294	826	600	20,833	25,650	20,446	21,956	387	3,694
Sugar, raw	Kilogrammes	4,559,325	3,257,113	8,048,445	6,929,371	1,506,466	2,460,817	207	407	1,506,259	2,460,410
,, refined	,,	38	951	38	..	5,000,617	5,805,808	5,000,617	5,804,136	..	1,672
Tobacco, roll or leaf	,,	2,028,352	2,843,487	1,755,904	1,787,188	1,112,322	2,428,397	720,182	995,137	392,140	1,433,260
Tin	,,	277,984	400,045	277,984	400,045	402,600	389,697	402,600	389,697		
Wine, in casks	Casks	11,508	11,193	4,833	6,869	6,967	6,580	..	..	6,967	6,510
Oleaginous seeds	Lasts	2,219	3,065	1,899	2,621	1,245	1,234	971	648	274	586

DECEMBER 1859 AND 1860.

Articles.	Standard.	Total Imports.		Imports for Consumption.		Total Exports.		Export of Home Produce, of Articles Duty Free, or which have paid Duty.		Transit.	
		1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.	1859.	1860.
Butter	Kilogrammes	42,609	96,068	42,544	50,376	1,094,186	1,266,895	1,094,121	1,221,203	65	45,692
Druggists' stores	Value	225,970	679,394	131,254	393,373	202,735	387,348	39,210	130,153	163,525	257,195
Yarn:—											
Cotton, not twisted or dyed	Kilogrammes	1,356,515	1,160,380	491,854	561,192	916,795	583,754	8,882	22,680	907,913	561,074
,, twisted or dyed	,,	232,002	222,524	23,154	25,125	217,731	202,304	7,173	3,790	210,558	198,514
Spirits, in cask	Casks of 22 gallons	2,484	2,607	527	537	18,133	14,786	15,390	13,851	2,743	935
Grain:—											
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	1,666	2,809	1,264	1,569	1,092	1,749	690	693	402	1,056
Rye		3,377	476	3,120	488	1,195	2,390	1,067	2,380	128	10
Barley		5,461	2,906	3,412	1,950	3,724	3,013	1,675	2,057	2,049	956
Buckwheat		488	882	448	732	6	14	6	14		
Oats		69	70	60	70	198	1,383	189	1,383	9	
Flour	Kilogrammes	1,484,518	2,045,150	1,477,873	1,794,084	105,872	321,399	99,257	44,062	6,615	277,337
Iron, raw	Value	354,319	434,697	354,319	434,697	254,787	468,277	254,787	468,277		
,, articles of	,,	150,309	237,666	57,536	80,396	126,867	233,090	37,468	76,333	89,399	156,757
Indigo	Kilogrammes	26,579	213,802	5,955	140,719	38,609	76,260	17,453	18,984	21,156	57,276
Cheese	,,	26,930	34,464	3,490	25,965	1,955,053	2,386,691	1,931,944	2,381,597	23,109	5,094
Raw cotton	,,	1,030,793	1,134,593	1,030,793	1,134,593	2,338,590	5,085,900	2,338,590	5,085,900		
Coffee	,,	3,034,022	3,603,185	3,006,374	3,591,377	2,941,580	3,596,882	2,913,932	3,585,074	27,648	11,808
Manufactures of silk, cotton, hemp, flax, &c.	Value	1,464,534	1,817,478	671,527	896,158	1,659,990	2,490,111	885,152	1,585,354	774,838	904,757
,, ,, wool, cloths, &c.	Kilogrammes	21,729	32,048	18,364	27,891	35,088	5,382	31,714	193	3,374	5,189
,, ,, wool, weighing more than 1 kilogramme per 6 mètres	,,	19,376	19,600	13,309	11,207	10,511	11,386	4,444	2,959	6,067	8,427
,, ,, wool, weighing less than 1 kilogramme per 6 mètres	Value	188,465	219,023	69,385	121,590	130,921	101,044	14,406	6,011	116,515	95,033
Oil, from seeds.	Casks	3,559	5,533	6	3	5,480	10,840	1,809	5,293	3,671	5,547
Rice	Kilogrammes	3,042,846	1,020,872	2,999,300	854,873	1,236,067	2,023,769	1,222,570	1,985,769	13,497	38,000
Fat cattle:—											
Cows, oxen, &c.	Head	370	327	365	269	4,000	6,493	3,995	6,435	5	58
Sheep	,,	266	2,400	266	168	21,771	18,754	21,771	16,522	—	2,232
Sugar, raw	Kilogrammes	3,327,784	6,521,733	5,911,784	7,109,869	664,311	837,592	6	—	664,305	837,592
,, refined	,,	17,429	31,345	16,999	239	4,126,499	4,952,976	4,126,069	4,921,970	430	31,006
Tobacco, roll or leaf	,,	1,252,057	2,331,328	924,536	1,966,744	954,028	1,390,434	795,982	1,056,989	158,046	333,445
Tin	,,	252,219	834,199	252,219	834,199	1,971,705	336,553	1,971,705	336,553		
Wine, in casks	Casks	8,889	13,845	6,527	3,374	5,407	4,854	1	1	5,416	4,853
Oleaginous seeds	Lasts	1.228	1,184	1.158	866	1.070	906	929	634	141	272

(No. 4.)—View of Importation, Exportation, and Transit of some of the Principal Articles of Commerce in the Netherlands, in the Year 1860.

Articles.	Standard.	Total Imports.	Imports for Consumption.	Total Exports.	Export of Home Produce, of Articles Duty Free, or which have paid Duty.	Transit.
Butter	Kilos.	1,853,674	709,947	18,934,425	17,784,100	1,142,125
Druggists' stores	Value	6,365,293	2,337,122	5,360,172	1,309,734	4,050,468
Yarn :—						
Cotton, not twisted or dyed ..	Kilos.	14,801,961	7,026,988	7,848,260	89,258	7,759,002
,, twisted or dyed ..	,,	2,402,976	434,677	2,225,920	351,311	1,915,629
Spirits, in cask	Casks of 22 gallons	35,722	9,153	275,554	242,822	34,912
Grain :—						
Wheat	Lasts of 30 hectolitres, or 10·31703 quarters	26,250	20,850	18,213	14,666	4,547
Rye	,,	91,686	82,666	27,179	17,707	9,472
Barley	,,	34,598	32,438	23,560	19,553	4,007
Buckwheat	,,	7,842	7,690	335	335	
Oats	,,	2,407	1,966	13,994	13,651	409
Flour	Kilos.	17,694,012	15,899,256	2,421,971	535,068	1,886,903
Iron, raw	Value	6,975,281	9,949,802	4,462,116	4,436,662	24,084
,, articles of	,,	3,580,814	1,085,455	3,229,286	735,565	2,448,721
Indigo	Kilos.	1,356,692	596,471	1,009,441	491,497	517,944
Cheese	,,	599,329	242,264	29,267,864	28,914,348	353,616
Raw cotton	,,	31,806,874	31,469,312	27,522,335	27,360,886	162,449
Coffee	,,	66,712,445	66,504,423	53,913,532	53,714,669	198,953
Manufactures of silk, cotton, hemp, flax, &c.	Value	32,346,571	18,096,373	28,842,856	14,298,003	12,545,163
,, wool, cloths, &c. .	Kilos.	565,579	500,818	72,257	12,464	59,793
,, wool, weighing more than 1 kilogramme per 6 mètres ..	,,	545,691	213,046	366,064	69,897	135,621
,, wool, weighing less than 1 kilogramme per 6 mètres ..	Value	4,939,572	3,475,201	1,587,698	69,360	1,518,338
Oil, from seeds	Casks	76,876	140	408,090	331,215	76,875
Rice	Kilos.	30,481,046	29,032,553	21,629,708	19,953,290	1,676,418
Fat cattle :—						
Cows and oxen	Head	14,828	11,481	71,559	68,212	3,347
Sheep	,,	30,853	11,337	187,592	134,138	20,053
Sugar, raw	Kilos.	97,148,806	77,463,154	31,367,932	81,251	31,286,681
,, refined	,,	276,290	678	59,012,172	58,735,118	277,054
Tobacco, roll or leaf	,,	23,005,296	14,549,485	13,450,520	7,358,832	6,091,688
Tin	,,	5,598,268	5,598,268	4,487,309	4,487,309	
Wine, in cask	Casks	178,888	73,919	79,796	4	79,792
Oleaginous seeds	Lasts	31,100	27,439	9,123	4,693	4,430

The Hague, June 29, 1861.

Direct Taxation in the Netherlands.

THE direct taxes in Holland form about 33 per cent. of the ordinary income of the mother country, and are nearly equal to nine-tenths of the produce of the taxes upon articles of consumption. These taxes also form, in part, the bases of taxation for provincial and municipal purposes; the measure of this will be subsequently more particularly explained.

The Reports of the eleven Provinces of the Kingdom, published annually, contain a statement of the sums contributed to the revenue of the State, the Provinces, and the Communes severally under this head; but as the Government tax-collector receives, in the first place, the whole amount of this branch of the revenue, distributing afterwards the share accruing respectively to the Provinces and the Communes, the Finance Department is at once in possession of all the information respecting these contributions; and a publication has very recently been issued from that Department, containing Tables which present, in one view, the whole taxation of the country, with the exception of that portion which the communes are empowered to impose by special laws.

For the purposes of the land-tax, a cadastral valuation of landed property has been made, and continued from time to time according to the changes which have taken place by bringing waste lands into cultivation, and by the increase of buildings. Newly reclaimed lands, however, and new buildings have the benefit of an exemption from the tax for ten years. The amount of the valuation in 1859 of all income from land subject to the tax in the Netherlands was 71,541,171 florins, or about 6,000,000*l.* sterling; and the amount of revenue raised in the same year from this source was 10,336,766 florins, about 875,000*l.*, or at the rate of 2*s.* 11*d.* in the pound. Landed property is divided for this purpose into such as is occupied with buildings ("gebouwde"), and such as is not so occupied ("ongebouwde"). The respective valuation of each kind in the several provinces, with the number of holdings, distinguishing those which are liable to the tax from the others, was, for the year 1859, as follows:

Provinces.	Buildings.			Land not occupied with Buildings.					Total Net annual Value.
	Number of holdings		Net Annual Value.	Number of holdings		Extent in Acres.		Net Annual Value.	
	Liable to Tax.	Not liable to Tax.		Liable to Tax.	Not liable to Tax.	Liable to Tax.	Not liable to Tax.		
			Florins c.					Florins c.	Florins c.
North Brabant	68,553	1,859	1,747,273 90	658,101	3,230	1,186,288	80,922	5,970,242 98·5	7,717,516 88
Gelderland	64,104	5,139	1,934,718 0	536,932	4,240	1,204,710	52,269	5,438,941 73	7,373,659 73
South Holland	92,513	6,041	7,658,181 0	527,368	7,380	704,742	34,450	6,870,991 83	14,529,172 83
North Holland	74,811	4,793	7,983,464 0	305,508	3,905	636,526	38,118	4,341,088 61	12,324,552 61
Zeeland	28,543	1,274	1,107,796 32	184,394	1,978	414,186	19,330	3,590,688 3	4,698,484 35
Utrecht	26,984	928	1,543,791 50	176,561	2,240	336,652	5,499	2,385,386 56·5	3,929,178 6·5
Friesland	48,503	1,464	1,576,728 0	293,210	3,104	778,697	40,623	5,506,520 96	7,083,248 96
Overijssel	39,288	1,170	1,039,469 59	339,455	1,662	812,298	8,542	2,411,945 33	3,451,414 92
Groningen	33,687	2,060	1,189,588 53	222,654	1,874	554,169	12,280	4,236,606 66	5,426,165 19
Drenthe	14,239	499	278,030 0	196,958	675	652,826	5,084	800,604 74·5	1,078,634 74·5
Limburg	38,805	972	901,704 0	489,366	2,497	521,241	23,671	3,027,438 89	3,929,142 89
Total	530,030	26,199	26,960,714 84	3,930,507	32,785	7,792,335	328,788	44,580,456 33·5	71,541,171 17

But besides this amount of tax assessed on the income of landed property, there is a further amount taken for the General Government in the form of per-centages, to the amount of 21½ per cent., imposed by different laws at different periods, to meet the necessities which arose from time to time, and granted by the Bill of Ways and Means for each year.

The Provincial and Communal revenue in the Netherlands is partly raised from a portion of the same sources as the revenue of the General Government. By the Provincial Law, the States of each of the Provinces (a Body elected by the voters qualified for the election of members of the Second Chamber of the States-General) are authorized to present estimates for providing funds for provincial purposes, and with this view to assess, among other things, a per-centage on the general land-tax. These estimates are then submitted for the Royal approval, and receive, subsequently, the sanction of the Legislative Power. The per-centage raised in the several Provinces is not uniform, but is determined by the necessities of their Budgets.

The Communes also have power to charge the land-tax, with a per-centage for their local expenses to the extent of 15 per cent. on buildings, and 10 per cent. on land. The Representative Body in whom this power of taxing the Communes is lodged, is called the Communal Council, elected by voters possessing a qualification equal to one-half of that required for electors for the Second Chamber of the States-General. Estimates are prepared by the Burgomaster and Aldermen ("Wethouders"), in the first instance, for the approval of the Provincial States, and subsequently referred to the Royal sanction.

There are in the Netherlands 1,211 Communes, and as their circumstances are different, so the amount of direct taxation necessary to cover their expenditure varies. Some of them are fortunate enough to possess sufficient communal property to enable them to dispense with every kind of taxation. Such instances are, however, rare, and are only to be found in rural districts thinly peopled.

The following Tables exhibit the amount of land-tax and per-centage raised for the purposes of the General Government in 1859, together with the per-centages levied by the Provinces and Communes respectively, distinguishing the tax on land occupied by buildings from that not so occupied:—

BUILDINGS.

Provinces.	State Taxes.			Provincial Per-centage.		Communal Per-centage.	Extraordinary Provincial Per-centages.		General Total.	In the £
	Original Tax.	21½ per cent.	Total.							
	Florins c.	Florins c.	Florins c.	Per cent.	Florins c.	Florins c.	Per cent.	Florins c.	Florins c.	s. d.
North Brabant	196,078 74	42,156 93	238,235 67	4½	8,823 55	27,042 45	6	11,674 72	285,866 39	3 3½
Gelderland	217,310 41	46,721 74	264,032 15	4½	9,778 97	30,949 26	...	...	304,760 38	3 1¾
South Holland	973,974 93	209,404 61	1,183,379 54	3	29,219 25·5	144,048 49	2½	24,349 37·5	1,380,996 66	3 7¼
North Holland	1,021,579 88	219,639 68	1,241,219 56	6¼	66,402 69	150,974 14	...	...	1,458,596 35	3 7¾
Zeeland	137,751 92	29,616 66	167,368 58	6	8,265 12	18,924 87	10	13,775 19	208,333 76	3 9
Utrecht	196,291 50	42,202 63	238,494 13	6	11,777 49	27,792 56	1	1,962 90	280,027 8	3 7½
Friesland	205,734 53	44,232 91	249,967 44	5	10,286 74	30,666 96	8	16,458 78	307,379 92	3 10¾
Overijssel	118,991 37	25,583 13	144,574 50	4½	5,354 60	14,114 48	...	...	164,043 58	3 1¾
Groningen	135,287 63	29,086 84	164,374 47	18	24,351 76	17,535 73	...	...	206,261 96	3 5½
Drenthe	31,683 94	6,812 4	38,495 98	4½	1,425 77	3,867 32	11	3,485 23	47,274 30	3 4¾
Limburg	57,131 95	12,281 20	69,403 15	12	6,854 58	7,299 92	4	2,284 89	85,842 54	1 10¾
Total	3,291,806 80	707,738 37	3,999,545 17	...	182,540 52·5	473,216 18	...	74,081 8·5	4,729,382 96	3 5

LAND.

Provinces.	State Taxes.			Provincial Per-centages.		Communal Per-centages.	Extraordinary Provincial Per-centages.		General Total.	In the £
	Original Tax.	21½ per cent.	Total.							
	Florins. c.	Florins. c.	Florins c.	Per cent.	Florins c.	Florins c.	Per cent.	Florins c.	Florins c.	s. d.
North Brabant	666,021 69	143,194 66	809,216 35	4½	29,970 98	56,746 71	6	39,961 30	935,895 34	3 1½
Gelderland	603,237 84	129,696 12	732,933 96	4½	27,145 72	55,613 34	...	...	815,693 2	2 11¾
South Holland	890,645 82	191,488 84	1,082,134 66	3	26,719 38	82,760 84·5	2½	22,266 15	1,213,881 3·5	3 6½
North Holland	558,603 30	120,099 71	678,703 1	6½	36,309 21	45,316 19	...	...	760,328 41	3 5
Zeeland	445,445 43	95,770 77	541,216 20	6	26,726 73	34,709 32	10	44,544 54	647,196 79	3 7¾
Utrecht	306,594 14	65,917 74	372,511 88	6	18,395 64	24,688 65	1	3,065 85	418,662 2	3 6
Friesland	709,862 66	152,620 48	862,483 14	5	35,493 11	70,986 28	8	56,789 2	1,025,751 55	3 8¾
Overijssel	275,123 4	59,151 47	334,274 51	4½	12,380 53	21,227 58	...	...	367,882 62	3 0½
Groningen	479,156 88	103,018 72	582,175 60	18	86,248 22	32,988 25	...	...	701,412 7	3 8¾
Drenthe	89,344 3	19,208 96	108,552 99	4½	4,020 48	7,332 86	11	9,827 85	129,734 18	3 3
Limburg	191,784 90	41,233 81	233,018 71	12	23,014 15	17,793 44	4	7,671 42	281,497 72	1 10½
Total	5,215,818 73	1,121,401 28	6,337,321 1	...	326,424 15	450,163 46·5	...	184,126 13	7,297,934 75·5	3 3¾

The aggregate sum raised on account of land-tax throughout the kingdom was 12,027,317 florins, or rather more than 1,000,000*l.* sterling; being at the rate of something more than 3*s.* 4*d.* in the pound on the cadastral income.

The next branch of direct taxation is known by the name of "Personnel," and is divided under eight heads:—

1. *House-rent,* on the gross amount of which 5 per cent. is charged. Exemptions, however, are granted in favour of houses paying less than a certain rent, the minimum varying according to the population of the towns in which the houses are situated.

2. *Doors and Windows.*—These are charged according to the following scale, viz., in communes where the chief town has fewer than—

	Cents.		Cents.
3,000 inhabitants	44 each	36,000 inhabitants	66 each
8,000 „	50 „	48,000 „	72 „
17,000 „	55 „	Exceeding 48,000 inhabitants each ..	77 „
24,000 „	61 „		

Exemptions are granted on similar principles as in the case of the tax on house-rent.

3. *Hearths.*—These are charged in houses where there are not more than—

	Fl. c.		Fl. c.
1	0 35	5	2 50 each
2	0 70 each	6 or 7	3 0 „
3	1 20 „	8 or 9..	4 0 „
4	1 80 „	10 and upwards	5 0 „

With exemptions on a similar footing as above.

4. *Furniture.*—One per cent. on the value of furniture in dwelling-houses is charged. Tax-payers may have this value ascertained either by appraisers, or by estimating it at a certain multiple of their house-rent, varying it according to the population of the chief place of the commune where they reside. The annexed Table will show the manner of making this calculation:—

Communes having a population exceeding—

		48,000, 1st Class.	36,000, 2nd Class.	24,000, 3rd Class.	17,000, 4th Class.	12,000, 5th Class.
		Florins.	Florins.	Florins.	Florins.	Florins.
1	Rent of Houses	100 to 140	70 to 80	55 to 70	49 to 60	44 to 55
2		220	120	90	80	70
3		340	180	130	110	90
4		500	260	170	150	130
5		700	370	250	210	165
6		1,000	500	350	300	240
7		1,400	700	500	450	380
8		1,800	1,000	700	600	520
9		2,500	1,500	1,000	800	700
10		3,400	2,200	1,400	1,100	900
11		4,500	3,000	2,000	1,500	1,200
12		4,500 and upwards	3,000 and upwards	2,000 and upwards	1,500 and upwards	1,200 and upwards

		8,000, 6th Class.	5,000, 7th Class.	3,000, 8th Class.	1,500, 9th Class.	Less than 1,500, 10th Class.
		Florins.	Florins.	Florins.	Florins.	Florins.
1	Rent of Houses.	38 to 45	33 to 40	28 to 33	24 to 28	24 to 27
2		60	50	40	32	30
3		80	70	60	40	35
4		120	100	80	60	45
5		150	140	110	80	60
6		210	180	160	120	80
7		320	240	220	180	110
8		450	350	310	250	180
9		600	500	400	330	270
10		800	700	550	450	400
11		1,000	900	750	650	550
12		1,000 and upwards	900 and upwards	750 and upwards	650 and upwards	550 and upwards

In the foregoing Table the numbers in the left-hand column signify the numbers by which the rent of houses standing opposite to them is to be multiplied, the product being taken as the value of the furniture to be taxed.

5. *Servants.*—These are divided into five classes: domestic servants; gardeners of certain descriptions and their labourers; persons employed by tradesmen in their business; grooms of persons enjoying exemption from horse-tax for special reasons, together with such gardeners and their labourers as are not included in the second class, and servant-maids between 15 and 18 years of age; and lastly, care-takers of houses in the absence of their owners.

The first class is taxed thus—

	Florins.		Florins.
Where 1 is kept	5	Where 7 are kept	105
2 "	15	8 "	132
3 "	27	9 "	162
4 "	42	10 "	195
5 "	60	11 "	231
6 "	81	12 "	270

And for every servant exceeding twelve, 40 florins; besides 10 florins for each male servant included in the above numbers.

In the second class—each gardener, 15 florins; each gardener's labourer, 5 florins.

In the third class each servant pays 2 florins; in the fourth, 3 florins; and in the fifth, 6 florins.

6. *Horses.*—These are charged in six divisions:—

1st. For riding or drawing carriages—

	Florins.
Where 1 is kept..	25
2 "	55
3 "	80

And for each horse more than three, 40 florins.

But in communes having a population of less than 3,000, persons keeping not more than two horses, and not having servants in livery, pay four-fifths of the corresponding tax.

2nd. For each horse used by medical men and clergymen in the country, and for each horse used by officers, civil or military, above the number which they are obliged to keep in the performance of their duties, 15 florins.

3rd. Farmers' horses, occasionally used for driving—

	In carriages with springs.	In carriages without springs.
	Florins.	Florins.
One horse	10	5
Two horses	25	16

4th. Horses kept for hire, 8 florins each.

5th. Horses used by tradesmen, manufacturers, &c., in their business, each, 3 florins; and horses used for tracking or for conveyance of goods, 1 florin 50 cents each.

6th. Horses in dealers' hands, for every ten or number less than ten, 25 florins.

Each tax-payer is bound to fill up a Return left at his residence; and these Returns, after having been examined by officers appointed for the purpose, are confirmed by the chief administrative authority of the province. The taxpayer then receives notice of the assessment, and is required to pay the amount by twelve monthly instalments. Besides this, the Provinces and Communes are authorized, as with respect to the land tax, to raise a part of their respective revenues by per-centages on the personal tax. The total amount of these personal taxes in each province, together with the several additional per-centages for the purposes of the General Government of the Provinces and the Communes, is contained in the following Table:—

PERSONAL TAXES.

Provinces.	State Taxes.				Provincial per-centages.			Communal per-centages.		Extraordinary Provincial per-centages.			Total.	
	Original Tax.		20 per cent.											
	Florins	c.	Florins	c.		Florins	c.	Florins	c.		Florins	c.	Florins	c.
North Brabant	448,789	54	89,758	00	6	26,927	42	92,981	28	6	26,927	42	685,383	66
Gelderland	573,818	67	114,765	41	6	34,429	33	125,381	97	...	...		848,395	38
South Holland	1,536,659	55	307,328	39	4½	69,149	41	354,970	00	1	15,366	55	2,283,473	90
North Holland	1,395,323	54	279,064	63	6	83,719	36	320,399	71	...	...		2,078,507	24
Zeeland	299,165	14	59,831	32	5	14,958	09	66,546	06	5	14,958	09	455,458	70
Utrecht	386,422	59	77,284	49	6	23,185	33	90,073	79	...	...		576,966	20
Friesland	445,900	96	89,177	23	6	26,753	90	103,942	94	5½	20,064	00	685,839	03
Overijssel	253,510	43	50,702	11	6	15,210	61	46,651	62	...	...		366,074	77
Groningen	353,587	90	70,716	24	13	45,964	69	66,498	59	..	...		536,767	42
Drenthe	80,351	31	16,070	33	6	4,821	08	13,402	74	2	1,606	99	116,252	45
Limburg	181,535	21	36,307	00	11	19,968	82	32,481	88	2	3,630	67	273,923	58
Total	5,955,064	86	1,191,005	16		365,088	03	1,313,330	56		82,553	36	8,907,041	98

The aggregate amount of the rent of houses assessed to the tax in the several Provinces is also subjoined:—

Provinces.	Rent of Dwelling-houses.		Rent of Warehouses.		Provinces.	Rent of Dwelling-houses.		Rent of Warehouses.	
	Florins	c.	Florins	c.		Florins	c.	Florins	c.
North Brabant ..	2,177,404	00	12,975	00	Overijssel.. ..	1,226,131	65	12,096	50
Gelderland.. ..	2,521,456	15	17,629	50	Groningen. ..	1,526,283	00	13,195	00
South Holland ..	8,239,624	90	326,964	75	Drenthe	354,391	00	3,404	00
North Holland ..	8,432,573	00	376,909	00	Limburg	706,019	50	4,842	00
Zeeland	1,264,427	00	13,391	50					
Utrecht	1,800,301	00	13,848	00	Total ..	30,303,814	20	812,840	25
Friesland	2,055,203	00	17,045	00					

Making the total rental of houses and warehouses liable to tax in the Netherlands 31,116,654 florins 45 centimes (about 2,600,000*l.*).

The number of doors and windows taxed is here added, followed by others relating to the several other branches of personal taxation, in order in which they have been previously mentioned:—

NUMBER of Doors and Windows in Communes having a Population of—

Provinces.	48,000 and upwards. Tax, 77 c. each.	36,000 to 48,000. Tax, 72 c. each.	24,000 to 36,000. Tax, 66 c. each.	17,000 to 24,000. Tax, 61 c. each.	8,000 to 17,000. Tax, 55 c. each.	3,000 to 8,000. Tax, 50 c. each.	Under 3,000. Tax, 44 c. each.	Total Doors and Windows.
North Brabant	...	..	...	24,424	17,878	29,060	217,840	289,202
Gelderland	...	...	...	45,766	12,045	31,758	207,291	296,860
South Holland	214,847	41,586	...	60,468	58,173	26,177	300,063	701,314
North Holland	296,391	...	37,174	...	53,999	21,573	188,703	597,840
Zeeland	...	...	...	...	43,338	22,608	117,460	183,406
Utrecht	...	64,075	...	...	11,085	...	82,295	164,455
Friesland	..	...	...	27,917	10,795	28,887	191,099	258,698
Overijssel	...	...	...	...	45,362	10,626	86,648	142,636
Groningen	...	...	44,369	...	...	23,380	150,059	217,808
Drenthe	...	...	...	...	...	11,254	41,821	53,075
Limburg	...	...	29,468	...	...	12,951	71,540	113,959
Total . . .	511,238	105,661	111,011	158,575	252,675	218,274	1,661,819	3,019,253

The towns included in these eight classes are, in the 1st: Amsterdam, Rotterdam, and the Hague; in the 2nd, Leyden and Utrecht; 3rd, Haarlem, Maastricht, and Gonningen; 4th, Bois-le-duc, Arnheim, Niginegen, Delft, Dordrecht, Leeuwarden; 5th, Breda, Zutphen, Gorcum, Gonda, Vlaardingen, Schiedam, Zaandam, Helder, Hoorn, Alkmaar, Middelburg, Vlissingen, Amersfoort, Harlingen, Zwolle, Kampen, and Deventer. In the 6th class there are thirty-eight towns, while the 7th includes all the country districts and the smaller towns and villages.

TABLE of the Number of Hearths in Houses containing—

Provinces.	1 Hearth. 35 cents each.	2 Hearths. 70 cents each.	3 Hearths. 1 fl. 20 c. each.	4 Hearths. 1 fl. 80 c. each.	5 Hearths. 2 fl. 50 c. each.	6 or 7 Hearths. 3 florins each.	8 or 9 Hearths. 4 florins each.	10 Hearths and upwards. 5 florins each.	Total Number of Hearths.
North Brabant .	25,634	25,116	11,004	5,836	2,480	1,983	614	315	72,982
Gelderland . .	24,132	29,052	11,655	6,088	3,520	3,723	1,613	1,821	81,604
South Holland. .	30,162	58,233	26,882	15,856	10,595	12,826	6,845	9,030	170,429
North Holland .	28,574	49,336	19,838	10,548	6,635	9,783	5,357	5,492	135,563
Zeeland . . .	10,330	19,653	9,578	4,220	1,885	1,654	736	459	48,515
Utrecht . . .	4,684	14,110	6,006	3,916	2,765	3,252	1,863	1,861	38,457
Friesland . .	20,406	25,053	10,620	3,632	1,465	1,576	633	409	63,794
Overijssel . .	15,588	10,980	4,470	2,704	1,385	1,370	443	404	37,344
Groningen . .	13,245	18,690	9,417	3,036	1,100	1,126	308	220	47,142
Drenthe . . .	6,413	4,648	1,776	788	330	255	84	38	14,332
Limburg . . .	2,002	16,392	5,814	2,656	1,200	1,020	320	293	29,697
Total . .	181,170	271,263	117,060	59,280	33,360	38,568	18,816	20,342	739,859

Value of Furniture.

Provinces.	As a Multiple of House-rent.		By Appraisement.		Total.	
	Florins	c.	Florins	c.	Florins	c.
North Brabant..	4,107,897	50	2,610,635	00	6,718,532	50
Gelderland	6,695,040	00	2,803,477	00	9,498,487	00
South Holland..	11,698,116	50	12,063,763	00	23,761,879	50
North Holland..	7,139,837	80	13,500,451	00	20,640,288	80
Zeeland	2,790,489	00	1,311,542	50	4,102,031	50
Utrecht	3,992,145	00	2,713,593	00	6,705,738	00
Friesland	5,006,361	00	2,671,672	00	7,678,033	00
Overijssel	3,220,213	50	911,553	00	4,131,766	50
Groningen	2,992,009	00	1,674,421	00	4,666,430	00
Drenthe	736,233	00	182,440	00	918,673	00
Limburg	1,305,069	00	745,950	00	2,051,019	00
Total	49,683,411	30	41,189,467	50	90,872,878	80

Number of Families keeping Servants.

FIRST CLASS.

1 at 5 florins ..	39,654	7 at 105 florins ..	69
2 at 15 florins ..	7,911	8 at 132 florins ..	30
3 at 27 florins ..	2,144	9 at 162 florins ..	17
4 at 42 florins ..	710	10 at 195 florins ..	5
5 at 60 florins ..	308	11 at 231 florins ..	3
6 at 81 florins ..	147	12 at 270 florins ..	7

Number of servants kept, exceeding 12, at 40 florins each	150
Total number of servants kept	68,363
Number of families keeping servants	51,005
Number of male servants kept	4,938

SECOND CLASS.

Gardeners	1,083	Gardener's labourers	716

THIRD CLASS.

2 florins each.		1 florin each.	
Male servants	71,538	Male servants	514
Female	43,583	Female do.	1,064
Total	115,121	Total	1,578

FOURTH CLASS.

Grooms of medical men	3,687
Grooms of manufacturers, &c.	518
Gardeners, &c.	252
Servant-girls between 15 and 18 years of age	8,177
Total	12,634

FIFTH CLASS.

Total	760

Number of Persons keeping Horses.

FIRST CLASS.

1 each, at 25 florins	973	3 each, at 80 florins	362
Do. 20 florins	828	Number of horses kept, exceeding 3, at 40 florins each	369
2 each, at 55 florins	761		
Do. 44 florins	166		
Total number of horses	5,110		

SECOND CLASS.

At 15 florins	1,100

THIRD CLASS.

1 each at 10 florins	5,657	1 each, at 5 florins	11,016
2 each at 25 florins	788	2 each, at 16 florins	2,278
Total horses kept	7,233	Total horses kept	15,572

FOURTH CLASS.

Number of horses kept for hire	9,781

FIFTH CLASS.

At 3 florins duty	25,265
At 1 florin 50 cents duty	1,362
Total	26,627

SIXTH CLASS.

Number of lots charged to duty	74
TOTAL NUMBER OF HORSES CHARGED TO DUTY	66,163

The impost called "Patentregt" is a tax to be paid by all persons exercising certain professions, trades, business, or callings, who are obliged to provide themselves with a patent or license for this purpose. Many employments and professions are exempted from this contribution; among which may be specified here, advocates, artists, the clergy, the salaried servants of the State, the provinces, and the communes, and all farmers and market-gardeners.

Those who are liable to be assessed to this tax are arranged in classes, and taxed according to two Schedules, the one (A), establishing a uniform rate throughout the kingdom; the other (B), a rate varying according to the more or less favourable condition of the town or commune where the taxpayer carries on his business. For this purpose the communes are distributed under six heads, according to their population. These, however, do not exactly correspond with the distribution for the purposes of other taxes, as before noticed in the course of this Report, the classification having been made when Belgium still formed a part of the kingdom, and when the population of the different places bore a different ratio from their present one.

The amount of tax payable by the several classes under these two Schedules respectively is represented in the two following Tables, the persons rated in the following classes paying the annual sums placed opposite each:—

SCHEDULE A.

Class	Fl.	c.	Class	Fl.	c.
1st Class	315	0	10th Class	24	0
2nd ,, ...	260	0	11th ,, ...	17	0
3rd ,, ...	210	0	12th ,, ...	12	0
4th ,, ...	165	0	13th ,, ...	8	0
5th ,, ...	125	0	14th ,, ...	5	0
6th ,, ...	90	0	15th ,, ...	3	0
7th ,, ...	62	0	16th ,, ...	1	50
8th ,, ...	46	0	17th ,, ...	0	90
9th ,, ...	33	0			

SCHEDULE B.

Class.	1st Rank.		2nd Rank.		3rd Rank.		4th Rank.		5th Rank.		6th Rank.	
	Fl.	c.	Fl.	c.	Fl.	c.	Fl.	c.	Fl.	c.	Fl.	c.
Extraordinary .	400	0	350	0	225	0	180	0	135	0	105	0
1st Class ..	325	0	280	0	210	0	145	0	110	0	85	0
2nd ,, ..	250	0	210	0	165	0	110	0	85	0	65	0
3rd ,, ..	185	0	160	0	125	0	85	0	65	0	50	0
4th ,, ..	135	0	120	0	90	0	65	0	50	0	38	0
5th ,, ..	93	0	80	0	62	0	45	0	35	0	27	0
6th ,, ..	68	0	59	0	46	0	34	0	26	0	20	0
7th ,, ..	45	0	40	0	33	0	24	0	17	0	13	0
8th ,, ..	30	0	26	0	24	0	17	0	12	0	9	0
9th ,, ..	20	0	18	0	17	0	12	0	8	0	6	50
10th ,, ..	15	0	13	0	12	0	8	0	5	0	4	50
11th ,, ..	11	0	9	0	8	0	5	0	3	50	3	30
12th ,, ..	6	50	5	50	5	0	3	0	2	40	2	20
13th ,, ..	3	30	3	0	2	50	1	50	1	30	1	0
14th ,, ..	2	0	1	90	1	50	1	0	0	80	0	60
15th ,, ..	1	25	1	10	0	90	0	60	0	50	0	35
16th ,, ..	0	75	0	65	0	55	0	35	0	30	0	20
17th ,, ..	0	40	0	35	0	30	0	20	0	15	0	10

The different industrial and other employments are arranged in a tabular form; and the persons entered in those Tables are assessed according to the classes and Schedules above mentioned.

Table No. 1 has two divisions, each containing certain descriptions of industrial employments, which are rated according to the number of workmen employed in them, in the different classes under Schedule (A), namely:—

FIRST DIVISION.

Class.			Class.		
1.	Employing a number of workmen exceeding	300	8.	Employing a number of workmen exceeding	21
2.	,, ,,	200	9.	,, ,,	14
3.	,, ,,	140	10.	,, ,,	9
4.	,, ,,	100	11.	,, ,,	6
5.	,, ,,	70	12.	,, ,,	3
6.	,, ,,	50	13.	Employing 1 workman or more.	
7.	,, ,,	32	14.	None.	

SECOND DIVISION.

Class.			Class.		
1.	Employing a number of workmen exceeding	500	9.	Employing a number of workmen exceeding	32
2.	,, ,,	400	10.	,, ,,	21
3.	,, ,,	300	11.	,, ,,	14
4.	,, ,,	200	12.	,, ,,	9
5.	,, ,,	140	13.	,, ,,	6
6.	,, ,,	100	14.	,, ,,	3
7.	,, ,,	70	15.	Employing 1 workman or more.	
8.	,, ,,	50	16.	None.	

The number of assessments in these two divisions respectively, and the amount of tax paid was, in the financial year 1850-51, for which alone the Returns are given in the official publication:—

FIRST DIVISION.		SECOND DIVISION.	
Assessments.	Tax.	Assessments.	Tax.
	Florins.		Fl. c.
5,735	64,839	4,979	25,557 50

Table 2 includes distillers, brewers, and vinegar-makers; the first, distributed among the first fifteen classes in Schedule A, according to the number of casks of spirits turned out, the maximum being 6,000 casks for the first and the minimum 120 for the fifteenth class. Of brewers there are fourteen classes, ranging from those who brew 14,000 barrels and upwards, to those who do not exceed 250. The vinegar-makers are classed according to the number of their fermenting vats. Their respective numbers were:—

Distillers	286	paying	17,003 florins.
Brewers	601	„	7,867 „
Vinegar-makers	85	„	1,701 „

Table 3. Corn and hulling-mills, taxed at 3 per cent. on the rental of the premises:—

Mills, 1,920 .. Rental, 782,037 fl. 67 c. .. Duty, 23,967 fl. 50 c.

Buckwheat, hulling, and flour-mills, at 6 per cent.:—

Mills, 1,361 .. Rental, 192,809 fl. 77c. .. Duty, 12,132 fl. 28·5 c.

Hand-mills, taxed at from 1 to 8 florins each:—

Mills, 435 .. Duty, 724 fl. 50 c.

Table 4. Other mills, assessed to the different classes of Schedule A to the number of 2,478, and paying an aggregate sum of 39,280 florins 24 cents.

Table 5. Industrial establishments, not assessed according to the number of workmen, but according to the nature and quantity of machinery or the amount of business done, in the several classes of Schedule A:—

Number, 2,007 .. Duty, 34,689 fl. 40 c.

Table 6. Retail dealers, distributed among the seventeen classes of Schedule A according to the amount of business done, beginning with 125,000 florins and upwards for the first class, and ending with 1,000 and under for the seventeenth:—

Number, 61,372 .. Duty, 144,061 fl.

Table 7. Hawkers and pedlars, and persons selling goods in stalls, and commercial travellers, partly arranged according to Schedule B, to the number of 46,282 native dealers, &c., paying 51,821 florins 94 cents, and 1,563 foreign, paying double rates to the amount of 21,790; and partly according to Schedule A, to the number of 909, paying 14,129 florins.

Table 8. Knife and scissor-grinders, travelling tinkers, &c., three, paying 15 florins.

Table 9. Joint Stock Companies, taxed at 2 per cent. on the amount of their dividends:—

Number, 137 .. Amount of dividends, 14,359,233 fl. 19·5 c. .. Duty, 287,184 fl. 66 c.

Table 10. Offices of Agency for Netherland Public Funds, paying at the following rates, viz.:—

	Amount of Inscriptions.	Duty.
	Florins.	Florins.
For inscriptions in the 2½ per cent. funds, 5 per million	399,487,300	2,035
In the 3 per cent., 6 per million	89,383,200	576
In the 4 per cent., 8 per million	165,806,800	1,376
Total duty		3,987

	Number.	Dividends.		Duty.	
		Fl.	c.	Fl.	c.
Brokers in foreign stocks	6	4,924,012	77	4,262	0
At the rate of $\frac{1}{20}$ per cent:—					
Directors of Companies of Agency in foreign funds	2	379,500	0	189	75
Managers of loans on foreign and colonial plantations ..	16	368,916	50	184	44
Total duty.	..	..		8,623	19

Table 11. Managers, overseers, book-keepers, agents, clerks, &c., receiving salaries, distributed among the seventeen classes of Schedule A according to the amount of their salaries, the scale beginning with 16,000 florins and upwards, and ending with 300 florins and under.

Table 12. Trades, &c., assessed according to the number of workmen employed

and the importance of the Commune in which they are exercised. Classes of Schedule B:—

FIRST DIVISION.

Class.			Class.		
4.	Employing a number of workmen exceeding	50	9.	Employing a number of workmen exceeding	6
5.	„ „	32	10.	„ „	3
6.	„ „	21	11.	„ „	1
7.	„ „	14	12.	„ „	1
8.	„ „	9	13.	None.	

SECOND DIVISION.

Class.			Class.		
5.	Employing a number of workmen exceeding	70	10.	Employing a number of workmen exceeding	9
6.	„ „	50	11.	„ „	6
7.	„ „	32	12.	„ „	3
8.	„ „	21	13.	„ „	1
9.	„ „	14	14.	None.	

		Duty.	
		Fl.	c.
Numbers in First Division ..	15,386	65,860	30
Numbers in Second Division ..	50,370	70,958	10
Total	65,756	136,818	40

Table 13. Assessed according to the classes in Schedule B:—

	Number.	Duty.	
		Fl.	c.
Classed according to the number of rooms:—			
Innkeepers .. .. .. Lodging-house keepers	3,953	28,920	0
Private almshouse keepers .. Private reformatory keepers .. Private madhouse keepers ..	12	94	10
Bath establishments	218	421	60
Billiard tables	2,382	14,278	20
Skittle alleys, &c.	531	2,053	90
Total	7,096	45,768	20

Table 14. Merchants, shipbuilders, brokers, medical men, bakers, publicans, &c., according to Schedule B:—

Number, 143,673 .. Duty, 1,031,381 fl. 30 c.

Table 15. Places of public amusement paying specific rates of duty:—

Number, 7,007 .. Duty, 16,708 fl. 46 c.

Table 16. Shipping employed in the inland waters. These are divided into two classes according to the general distinction of decked and open vessels, the former of which require a license charged at the rate of 20 cents per ton, the latter at 12 cents. Certain craft are taxed 50 per cent. additional, that is to say, pleasure boats, vessels conveying passengers, and ferry boats. These rates were introduced in 1852, the former rates being according to a progressive scale; the number of assessments in 1850-51 being 19,165, and the amount of duty 254,761 florins 06·5 cents.

The following Table contains a statement of the amount of the duty called "Patentregt" during the year 1859:—

Provinces.	Original Tax.		Per-centages. 28 per cent.		Number of Assessments.
	Florins	c.	Florins	c.	
North Brabant	147,797	87·5	41,086	48	40,795
Gelderland	147,566	43·5	40,971	56	36,529
South Holland	580,269	27	161,725	59·5	63,987
North Holland	721,499	78	202,213	65	63,505
Zeeland	85,192	16	23,650	86	19,345
Utrecht	86,776	11·5	24,184	3	14,149
Friesland	150,282	36	41,964	68	36,398
Overijssel	98,661	50·5	27,455	95·5	21,666
Groningen	117,894	72	33,130	51·5	26,086
Drenthe	34,150	12·5	9,588	82·5	10,972
Limburg	74,167	87	20,435	7·5	19,894
Total	2,244,258	21·5	626,407	23	353,326
	2,870,665	44·5			

In explanation of this Table, it must be stated that the financial year for this tax commences with the month of May. The sums given in column 2, therefore, correspond to the receipts from the 1st May, 1858, to the 30th April, 1859. But the per-centages (which are not included in the recent publication of the Finance Department), as taken from the Report to the King on the general estimates of the income and expenditure for the years 1858 and 1859, correspond to the sums received from the 1st of January to the 31st December, 1858. The total sum of the per-centages for the financial year 1858-59 was 628,400 florins 85·5 cents.

The Communal Councils are not empowered by law to levy any per-centage upon the "Patentregt;" but in case their income from other sources is not adequate to cover their expenditure, they are authorized by the general communal law to raise a direct tax called "Hoofdelijk anslag," literally translated poll-tax, but purporting to be an equitable income tax according to the presumed means of the taxpayer. In small communes each person has an idea more or less accurate of his neighbour's means, and in these the assessment is made according to such a rough calculation, since there is no legal obligation to make a declaration of the real income of the taxpayer. As an appeal from the communal assessment lies to the States Deputies of the province, any person who imagines himself to be unfairly taxed has a ready means of redress. In larger communities, however, this method is impracticable, and in Amsterdam, as I am informed, it is the practice to assume the amount of personal tax paid by each individual as the measure of this species of income tax. It is stated that this method of assessment leads to a very unequal distribution of the burden of local taxation.

The amount of "Hoofdelijke anslagen" in the several provinces for the year 1859 was as follows:—

	Florins.		Florins.
North Brabant	280,899	Friesland	489,993
Gelderland	206,273	Overijssel	163,865
South Holland	770,473	Groningen	199,953
North Holland	1,247,447	Drenthe	69,393
Zeeland	184,437	Limburg	46,831
Utrecht	187,143		
			3,846,707

Besides the direct taxes already mentioned, the communes are authorized to lay a tax on dogs and places of public amusement. The former of these taxes has a different bearing from what it would have in England, since, in this flat country, dogs are very commonly used as draught animals, so that a considerable portion of this contribution is paid by the poorer classes. Some of the Provincial Returns do not separate the amount of these contributions from other heads of revenue, so that the whole sum raised on account of them cannot be deduced from the available sources of information.

			Florins.
In North Brabant there was paid, in 1859, on this account		.. .. ..	7,195
South Holland	ditto	ditto	12,991
North Holland	ditto	ditto	22,094
Utrecht	ditto	ditto	4,274
Overijssel	ditto	ditto	4,963
Groningen	ditto	ditto	3,737
Drenthe	ditto	ditto	3,801
Limburg	ditto	ditto	2,947

(Signed) WILLIAM R. WARD.

Switzerland.

Reports by Mr. Burnley, Her Majesty's Secretary of Legation.

Berne, December 31, 1861.

Public Education in Switzerland.

THE whole system of public education is based on the broadest popular scale. The rich and the poor receive their instruction together at the same school, and commence life together. With the exception of Berne there are but few private seminaries, and even here the instruction must, by law, be on a par with that of a Cantonal public school. I do not, of course, include in this the institution of Hofwyl, which may be called an academy for young gentlemen, as it is kept up altogether by extraneous sources, and till of late was exclusively frequented by the sons of foreigners.

In most of the Cantons, with the exception of Neufchatel, the Valais, and Geneva, where the primary instruction is altogether gratuitous, and partially in the richer communes of Vaud, the pupils pay a trifling contribution towards their schooling, according to the particular class they may be attending. What these sums are will be found under Zurich and Berne; the two Cantons I have more particularly dwelt on in detail, as from them an idea may be formed of the whole educational system in this country.

With the exception of the Polytechnic School, a purely Federal institution, and the annual expenses of which are defrayed out of the Federal Treasury, Switzerland spends upon the education of her youth the sum of 7,344,957 francs, or 293,778*l.* This is generally considered to be rather under than above the sum; the Cantonal calculations, from a want of accurate knowledge, being, of course, susceptible of improvement. Those competent to form an opinion on the subject estimate the proportion of pupils in the public schools to the whole population as 1 in 5, the proportion in England being 1 in 7; this would give an average cost of 15 francs 8 centimes per pupil, or 3 francs 1 centime if we divide the total population into the total expenditure.

The cost, direct and indirect, of educating a boy in an Elementary School is a question difficult to be ascertained without going into numberless details. Dr. Dubs, who is now at the head of the Federal Justice Department, and to whom Zurich owes her present School Laws, states it to amount to 20 or 25 francs, and this he considers as the average cost throughout Switzerland. Soleure states it to be 20 francs, and Thurgovie 16 francs 11 centimes.

In England, according to our present Privy Council system, the average is 40*s.*, and in America from 2*l.* to 3*l.*

The expenses of a student at Berne, including living, &c., may be covered by 1,000 francs a-year.

The number of Primary Schools vary considerably. Zurich has 471; Berne, 1,276; Vaud, 756; Tessin, 450; Zug, 45; and Lower Unterwalden, 31.

Federal Polytechnic School.

This institution was called into existence by a Decree of the Federal Assembly in February 1854. With the exception of the building in course of erection, on which Zurich proposes spending 2,000,000 francs, and an annual subsidy of 16,000 francs, which she is obliged by Article 40 to contribute towards the expenses, the whole is defrayed by the Confederation, which gives an annual grant of 192,000 francs.

Taking into account the Zurich contribution, the annual expenses amount to 225,384 francs. About 7,000 francs are received in the shape of "écolages," or scholars' fees, each regular student having to pay annually 50 francs for his tuition.

The age of entry is seventeen, when a boy is supposed to have passed through the Cantonal and Industrial Schools.

The course of instruction comprises the six following divisions:—

1. The School of Architects.
2. School of Civil Engineers.
3. School of Mechanicians.
4. School of Chemistry.
5. School of Woods and Forests.
6. School for the Natural, Mathematical, Literary, and Naval Sciences, and Political Economy.

Theoretical and practical instruction is given in all these separate branches, and in the three Cantonal languages, French, German, and Italian, at the option of the Professor.

The supreme direction of the school is in the hands of the Federal Council and a "Conseil d'Ecole," whose President gets a salary of 4,500 francs.

The Professors are named generally for ten years at a certain fixed salary regulated beforehand, and enjoy besides the right of appropriating two-thirds of the tuition money; the other one-third goes to the school fund.

If age or sickness compel them to relinquish their post, a pension is secured to them in proportion to the salary they may have been receiving.

Pupils of ability, but without means of their own, are dispensed from paying the scholastic fees for tuition.

The reputation of the school is increasing every year. The present number of pupils is 336, about 42 per cent. more than last year; of these 193 were Swiss and 143 foreigners from different parts of Europe, among whom appear 2 Englishmen.

Zurich.

Primary Schools.—The Canton of Zurich has 471 Primary Schools frequented by 48,826 children, or 1 in 5 of the population.

They generally comprise two divisions: the daily school with a course of study for six years, and a finishing school with a course of study for three years.

The subjects taught are the Christian religion, German language, summing and geometry, natural history, and geography (particularly that of Switzerland), singing, drawing, writing, and gymnastics.

Each district has a girls' school, where knitting, sewing, and the making up clothes is taught.

Every child is bound to attend from his sixth up to the sixteenth year, when he is supposed to have gone through the nine years' course of instruction in the two divisions of the school. A further obligation is imposed of attending for an hour a week a singing school, which is generally attached to every primary school.

The lowest class of the daily school has from 18 to 20 hours, the second and third classes from 21 to 24 hours, and the three upper classes from 24 to 27 hours of study during the week, and the finishing scholars, besides their hour of singing, 8 hours of study during the forenoon of specific days.

Eight weeks' holidays are allowed during the year.

When a school has been frequented for three years by 100 scholars, a second master is generally appointed.

It is the duty of the masters to see that the attendance is punctual; all absentees are noted, and their parents warned: neglect of such warning may be punished by a fine varying, according to the nature or degree of the offence, from 4 to 8 francs, or even by imprisonment of the parents, if no attention has been paid.

Children are not allowed to be educated privately, unless the parents or guardians give notice to the Inspector of Schools of the District, and only on condition that the instruction given is on a par with what they would receive in a public school.

Parents have to pay annually for the education of their children 3 francs in the daily school, and 1½ francs in the finishing school. The children of those who are too poor to pay, receive their education gratis, the sum being paid out of the Poor Fund. School books and writing materials are paid for by those parents who can afford to do so. The building and repairing of the school-houses is the affair of each school corporation, as well as the acquisition of tables, benches, and all articles necessary for a school.

School Fund.—Each district has its own educational fund, which is formed from the following sources:—

1. From the school property.
2. From a tax paid by all those who are taken into citizenship, and from all women who marry into the Commune; in the case of a Swiss it amounts, I believe, to 4 francs, and in that of a foreigner as high as 40 francs.
3. From marriage gifts which every bridal pair have to pay to their Commune, generally 5 francs.
4. From legacies and gifts in general.

The interest of this fund, as well as the contributions of State and Commune for educational purposes, together with the school moneys and fines, serve to defray the annual expenses.

Salaries.—The masters in the Primary Schools are generally classed in three divisions: those who are appointed for life; those who provisionally take charge of a school; and, finally, those who act as substitutes for masters prevented by illness or other causes from attending to their duties. The salaries of the first two are made up out of the contributions of the Canton, the contributions of the Commune, and the school fees; the Commune pays a fixed salary of 200 francs, and is bound to furnish a house with half an acre of arable land, and two cords of wood, or a certain fixed compensation, according to the average market price of the district; the Canton pays annually a certain sum on a regular scale; if the sum paid by the Commune, together with half of the school fees (3 francs for the day school, and 1½ francs for the finishing school), does not amount, for those teachers who have served less than four years, to 500 francs, and for those who have served more than four years, to 700 francs, the Canton makes up the difference. After 18 years the Canton adds 100 francs; after 24 years, 200 francs; and after the 25th year, 300 francs.

A teacher's salary after 25 years' service would therefore amount to 1,135 francs.

The substitute is paid by the master whom he replaces at the rate of 10 francs per week, holidays inclusive.

Secondary Schools.—The instruction given, although not differing widely from the Primary School, is more adapted to the growing intellect of the boys. It may, in fact, be considered as a sort of preparatory school for those who have left the daily school and wish to enter the Cantonal Gymnasium or Colleges.

The subjects taught are: Religion, German and French languages, arithmetic, geometry with reference to practical application, geography, history and the Constitutions of the Cantons, natural philosophy with reference to agriculture and trades, singing, drawing and calligraphy, gymnastics, and the military exercises.

The course of instruction lasts for three years, and no master is bound to devote more than thirty-three hours per week to the studies.

If a boy has been absent without good reason for more than four weeks during the year, or has been guilty of idleness or unbecoming conduct, he can be expelled from the school.

If the number of scholars has for a time exceeded thirty-five, a temporary assistant is appointed, and if for several years they have exceeded fifty, a permanent second master is nominated.

Every boy, before being definitively admitted to a Secondary School, has to undergo an examination and a probation of eight days.

The fund of the school consists—

(*a.*) Of the annual quota of the State, namely, 1,050 francs for every Secondary School district;

(*b.*) Of the school-money, and fines for absence;

(*c.*) Of the interest of certain funds for school purposes;

(*d.*) Of free gifts of Communes or friends;

(*e.*) Of Communal taxes.

The latter, however, are never raised unless the sums received are not sufficient to cover the expenses of the school.

Every boy pays on entering 24 francs annually; out of this 8 francs go to the master, and the balance to the fund.

Poor scholars who have distinguished themselves by industry and ability are exempted from payment.

The Canton has the right of one presentation to the school.

The income of a teacher in a Secondary School consists—

a. Of a yearly salary of 1,200 francs;

b. Of one-third of the school fees.

Besides this he gets a free house, with a quarter of an acre of garden or arable land, or in lieu thereof an equivalent money compensation.

Assistants get 800 francs annually.

Substitutes are paid by the teachers themselves, at the rate of 14 francs a-week.

Scale of Salaries and Pensions for Teachers at the Zurich Primary and Secondary Schools.

Primary Schools.—Supposing a teacher to have sixty children in the daily school, each paying, as stated, 3 francs, and sixty in the repetition school (which is about the average), each paying 1½ francs, the half of which sums belong to him, the scale would be the following:—

Minimum Fixed Salary.	One-half of the School-money.	Total Salary per annum.
	Francs.	Francs.
520 francs	90 + 45	655
After 4 years, 700 francs	90 + 45	835
After 12 years and up to 18 years an additional 100 francs (700 + 100)	90 + 45	935
After the 18th up to the 24th year, an additional 200 francs (700 + 200)	90 + 45	1,035
After the 25th year an additional 300 francs (700 + 300)	90 + 45	1,135

The minimum is, therefore, 655 francs, and the maximum 1,135 francs.

Secondary Schools.—The teacher here gets a fixed salary of 1,200 francs annually, and one-third of 24 francs, the sum paid by the scholar annually. Supposing a school to have thirty-five scholars, the scale would be the following:—

Minimum.	One-third of the School-money.	Total per annum.
	Francs.	Francs.
1,200 francs	280	1,480
From the 7th to the 12th year, 100 francs additional (1,300 francs)	280	1,580
From the 13th to the 18th year, 200 francs additional (1,400 francs)	280	1,680
From the 19th to the 24th year, 300 francs additional (1,500 francs)	280	1,780
After the 25th year 400 francs additional (1,600 francs)	280	1,880

The minimum is here 1,480 francs, and the maximum 1,880 francs.

The pensions are regulated upon a scale of one-half of the fixed salary, exclusive of the school fees, after thirty years' service. A primary teacher would thus be entitled to 500 francs, and a secondary teacher to 800 francs.

Cantonal School.—From the daily school a boy passes into one or other of the two subdivisions of the Cantonal school, the Gymnasium or Industrial School, according as he is intended for the University or the Federal Polytechnic School.

The subjects taught in the upper division of the Gymnasium in a course of four years are: Religion, German, Latin, Greek, French, universal history, geography, natural history, mathematics and practical arithmetic, calligraphy, singing, gymnastics, and the sword exercise.

In the lower division the same subjects are taught in a higher degree in a course of two and a-half years.

In the upper branch the scholar pays 24 francs semi-annually, and in the lower 30 francs.

Industrial School.—The object of this school is to form young men for technical and mercantile pursuits, and to enable them to enter at once upon the profession they have chosen, or to prepare them for entering the Federal Polytechnic Institution.

The subjects taught in the lower portion of it are: Religion, German, French, universal history, mathematics, natural history, practical arithmetic, geometrical drawing, ordinary drawing, calligraphy, &c.

The course lasts for one year, and the money paid by the scholar amounts to 30 francs.

In the upper portion the same subjects are taught, with the addition of physics, chemistry, with practice in the laboratory, mercantile book-keeping, &c.

The course of studies lasts a year and a-half, and the annual school money is 38 francs.

Each scholar pays an entrance fee of 6 francs, and 3 francs to the collections, which gives him the privilege of using them.

The salaries are at the rate of 100 to 150 francs, annually, per lecture during the week, together with one-half of the scholar's money. If a master gives five lectures during the week, his salary would be rated at 500 francs, plus what his scholars bring him in, which would be the measure of his reputation.

High School or University.—The High School consists of four faculties—the theological, political, medical, and philosophical faculty. A certain number of ordinary and extraordinary Professors, with a Rector at their head, constitute the

Academical Body. The ordinary Professors lecture about ten or twelve hours a week, and the extraordinary ones from four to six. No Professor is allowed to be at the same time a clergyman, a member of the Council of Government, or of the Tribunals, or an Advocate.

The salaries of the ordinary Professors amount to from 2,500 to 4,000 francs; for the extraordinary Professors to from 1,000 to 2,000 francs annually, besides what they receive from their pupils for attendance at lectures. A Professor's income at the University naturally depends upon his celebrity and the number of followers he has.

Every student pays an entrance fee of 12 francs into the Treasury, and an annual sum of 6 francs towards the school collections, which gives him the privilege of making use of them.

The Rector is chosen from the Academical Body for a term of two years, and gets a fixed salary of 600 francs.

The Zurich High School has a very wide reputation; it is generally attended by 200 students.

Seminary for Teachers.—This is an institution for the training of certificated pupil teachers. Every candidate must be of the age of fifteen, and must undergo, before being accepted, an examination in Biblical history, German, French, arithmetic and geometry, history and geography, natural history, singing, drawing, and writing.

The pupil goes through a probationary period of four months before being definitively accepted, and all instruction is given gratis. The number of training pupils must not exceed 100 at a time.

The course of study embraces four years. The subjects are the usual ones of a Secondary School, combined with a knowledge of the violin and piano, and the elements of agriculture. The peculiar object of the seminary is to enable the pupil to impart to others the knowledge he possesses, and for this purpose a Model Elementary School is attached, where the teachers' capabilities can be practically tested.

Those pupils who wish it can be boarded and lodged at the seminary on an annual payment of 240 francs for citizens of the Canton, and 400 francs for those out of the Canton. For this sum they receive board and lodging, washing, firing, lighting, and medical attendance.

A credit of 9,000 francs is allowed by the Board of Education for defraying the expenses of talented pupils too poor to pay for their own training.

The whole is under the supervision of a Director and an Assistant, with masters for the various branches of study.

The Director gets a salary of from 1,800 to 2,500 francs, free of all expense as to board and lodging, firing, washing, &c., for himself and family.

Finally, Zurich possesses a very good Veterinary and Agricultural School.

Berne.

The Canton possesses about 1,276 Primary Schools, frequented by 88,418 children, or 1 in 5 of the total population. Of these schools 1,020 are German Reformed Schools, 85 French Reformed, 16 German-Catholic, and 156 French-Catholic Schools. The course of instruction is identical with that of Zurich, both as to age of entry and exit, and compulsory attendance of the scholar. The German Cantonal School is at Berne, and a French Cantonal School at Porrentruy. Besides these, there are Normal Schools for pupil teachers, Agricultural Schools, Artisan Schools, Work-Schools for girls, besides several excellent Orphan Schools and Reformatories, and an Institution for the Deaf and Dumb at Frienisberg.

A single child pays annually at a Primary School 1 franc; if several children of the same family attend, 2 francs for the whole.

The head master of a Primary School gets from 1,200 to 1,500 francs annually; the assistant master, from 800 to 1,100 francs, in Berne, with the usual addition of land and houses; the Commune gives two-fifths, and the Canton three-fifths. After ten years the Canton makes an addition of 30 francs, and after twenty years an addition of 50 francs.

In the Secondary Schools the pupil pays annually 60 francs, and in some Communes 48 francs, and an entrance-money of 5 francs, as well as 2 francs on promotion from one class to another.

Salaries.—Here, where the teacher devotes from twenty-four to thirty hours a week to the lessons, he gets in the towns from 2,000 to 2,500 francs annually, and in the rural schools from 1,400 to 1,800 francs. From one-third to one-half is paid by the State, the balance is paid out of the school moneys.

The Canton differs in this respect from Zurich, inasmuch as all school moneys go the treasury of the school, and the master's salary is paid out of it.

Cantonal Schools.—This institution is altogether in the hands of the Canton, and totally supported by it. Annually the scholar pays either 30 francs, the minimum, or 60 francs the maximum, according to the particular class he may be attending. Besides this an entrance-money of 6 francs is demanded, and 3 francs on each promotion. The head-master gets a salary of 2,300 francs; the under-masters from 1,400 to 1,600 francs.

The Reformatories and Orphan Asylums are all on a very creditable footing. Their chief object is to reclaim incorrigible boys, or to take children out of the care of parents who are unfit by their bad example from being left in charge of them. A certain amount of land is attached to each institution, which the boys have to work up and till, the produce being sold for the benefit of the school. The different handicrafts they learn enable them on leaving to start as shoemakers, saddlers, bakers, field-workers, &c.

The Reformatory at Baechtelen has about forty-five pupils. The receipts amount, one way and another, according to the Report of 1860, to 23,546 francs, and the expenses to 17,939 francs, leaving a favourable balance of 5,606 francs, which brings the present capital fund at its disposal up to 106,340 francs in round numbers. The Report states that the yearly cost of a boy amounts to 358 francs.

Private Schools.—There are several private schools in this Canton. They are all under the supervision of the general Board of Education, and no instruction can be given without its permission, and an examination into the nature of such instruction. The "Real Schule," or Academy, stands at the top of the list. There are about 150 scholars and 11 masters. The direction is in the hands of five of the citizens.

The institution at Hofwyl, near Berne, was formerly well known by the philanthropic institutions of M. Fellenberg. At the head of it is Dr. Müller, of Swiss parentage, but born and partly educated in England, and his wife an Englishwoman.

The educational plan is grounded on a strictly religious basis, the Protestant religion being that of the establishment.

Reading, writing, drawing, singing, ancient and modern languages, mathematics, history, geography, natural history, chemistry, physics, and all the branches of a polite education, are taught in a succession of courses adapted to the age and intelligence of the pupils. The lessons are principally given in German, and particular attention is paid to the acquirement of the modern languages. The establishment has a large play-ground, a covered space for gymnastic exercises, a bathing establishment, and a garden for those who are fond of this amusement.

From 8 to 16 is the age of admission.

The terms for board, lodging, tuition, and instruction are:—For boys from 8 to 12 years, 1,200 francs per annum; for boys from 13 to 16 years, 1,300 francs per annum. Brothers coming together pay 100 francs less each. Washing, 24 francs per annum. Clothes, books, medical attendance, music lessons, pocket-money, and holiday excursions to be a separate charge.

There are at present 38 boys at the establishment; of these there are 19 Swiss, 13 English, 3 Italians, 1 Dutchman, 1 Brazilian, and 1 Frenchman.

The total number of private Primary Schools amount to 37, frequented by 1,364 pupils.

Lucerne.

There are about 219 Primary Schools, frequented by 23,498 children, or a fraction over one-fifth of the population. The Elementary Schools have apparently a summer, winter, and repetition course of instruction. Children from the age of 6 to the 9th year frequent the first, from the 9th to the 13th the secoud, and up to the 16th year the third course.

In the year 1840 a Deaf and Dumb Institution was founded at Hohenrain.

Lucerne being a Catholic Canton, there is a theological seminary for the education of young priests.

Salaries.—The minimum for a teacher at a Communal School is fixed at 357 francs if he serves a summer and winter school; 214 francs if a summer school; and 142 francs if a winter school, exclusive of lodging and firewood. If he has more than 40 pupils in the summer school, and 60 in the winter school, he gets a supplemental addition, according to circumstances, of from 7 to 42 francs.

District Schoolmasters get salaries of 720, 865, and 1,142 francs.

The salaries of the teachers of the Cantonal School vary from 1,400 up to 2,390 francs.

Schaffhausen.

The minimum salary in the Elementary Schools is 235 francs up to 470 francs. In the higher schools, from 640 to 900 francs. The head master is alone entitled to a house and ground attached to it.

The proportion of pupils to the population is 1 in 5.

Thurgovie.

Children who frequent a summer and winter Primary School pay annually 3 francs; a winter scholar, 2 francs; and a repetition scholar 1 franc. The least that a primary teacher gets is 320 francs (100 from the Canton, and 220 from the Commune), besides scholars' money, and an addition of from 20 to 30 francs after ten years' service, or from 30 to 40 francs after twenty years' service.

In the Secondary Schools there is an annual payment of 12 or 18 francs, according to the distance of the school from the place of residence. The poorer scholars not only pay nothing, but receive an annual support of 15 francs from the school fund.

The minimum salary is here fixed at 900 francs, and 100 francs house rent. The instruction in the Industrial School is altogether gratuitous.

In the Cantonal School the salaries vary from 1,275 to 2,340 francs annually.

18,000 scholars, or one-fifth of the population, is the proportion here.

Yearly cost of a scholar 16 francs 14 centimes in a Primary School.

Vaud.

There are 756 Primary Schools, frequented by 30,761 children between the ages of 7 and 16, or in the proportion of 1 to 7 of the population.

An Institution for the Deaf and Dumb exists at Yverdon, and a very superior Blind Asylum at Lausanne, supported altogether by subscriptions from private persons, among whom is an English resident, Mr. Haldiman, who contributes the munificent yearly sum of 1,200*l*.

The scale of salaries is here fixed at 522 francs for a permanent master, and 364 for one provisionally appointed. The master in a school with only twenty-five children gets two-thirds of the first sum.

An augmentation of 50 francs is given after ten years' service, and 100 francs after twenty years.

Argovie.

The Annual Report gives 498 Elementary Schools, and 32,348 scholars, or 1 in 6, being an average number of sixty-five for each school.

In schools with fifty children, the minimum salary of a teacher is 357 francs; in schools with more than fifty, 428 francs. In the localities where it can be done without increasing the Communal taxes, it is recommended that the salary should be gradually increased to 571 francs. By the School Law of 1855 an annual addition of 50 francs is at the charge of the Canton for every teacher whose salary does not exceed 600 francs, and another 50 francs, or, in lieu, an acre of ground by the Commune.

Consequently there are three scales here:—

a. 357 + 100 = 457 francs.
b. 428 + 100 = 528 „
c. 571 + 100 = 671 „

Soleure.

9,400 primary scholars, or 1 in 7 of the population.

There are 220 in the Secondary Schools, and 150 in the Cantonal School.

The cost of educating a child in the first is 20 francs, in the second 110 francs, and in the Cantonal School 280 francs.

The salaries vacillate between 480 and 570 francs, according to the status of the teacher.

Fribourg.

15,292 scholars, or 1 in 6½.

In the Primary Schools the salaries vary from 65, in the small Work Schools, up to 1,200 francs; the salary of the teachers in the town itself. Female teachers get 725 francs. In the District Schools the salaries are 500 and 800 francs; in the Rural Schools 300 and 500 francs.

The secondary instruction comprises the Normal School of Hauterive, with three masters, each getting 2,000 francs. The "Ecole Secondaire des Filles de Fribourg," with one director and two female teachers, salaries together at 6,093 francs. The Morat College, with five head masters and three assistants, receiving in the aggregate 10,000 francs, besides four District Schools, with two and three masters each, with salaries varying from 1,000 to 1,260 francs.

Lyceum or Academy.—The three Professors of Jurisprudence get 1,200 francs each; the Mathematical Professor 1,800 francs; and the one for Natural Sciences 2,000 francs.

College of St. Michel.—The five Professors of Theology get 1,000 francs each; the salaries of nine "Professeurs de Classe" are put down at 1,800 francs each.

Geneva.

Besides the usual primary and secondary education, there is a College at Carouge and one at Geneva, an Industrial and Commercial College, a Classical College, a Gymnasium, an Academy, and an "Ecole Industrielle."

The salaries in the Primary Schools vary from 700 francs for a communal mistress up to 1,400 francs for one in the town of Geneva; a fixed addition is also given at the rate of 30 centimes per month for every boy, where there are fifty, and 20 centimes if under that number.

In the Secondary Schools from 700 francs up to 1,200 francs, according to the branch of instruction.

In the Colleges of Carouge and Geneva the salaries vary from 400 up to 2,400 francs; in the Classical College, from 600 up to 2,500 francs.

The Geneva Academy has five Theological Professors, one getting 3,000 and four 2,000 francs; four Professors of Jurisprudence, with salaries of 2,000 and 3,000 francs; and thirteen Professors of Science and Literature, with salaries from 1,000 francs up to 3,000 francs.

Schwyz.

There are 62 Boys' Schools and 23 Girls' Schools; a Normal School for teachers, a Gymnasium, with twenty Professors and 160 pupils, in the town of Schwyz, and a Gymnasium and Lyceum at Einsiedeln, with 200 pupils.

Each Boys' School seems to cost the State 651 francs; each Girls' School 454 francs.

The cost of educating a boy at the Schwyz Lyceum amounts to 156 francs, and at the Einsiedeln Lyceum to 140 francs.

Lower Unterwalden.

There are 31 Primary Schools and 1 Secondary School, frequented by 1,500 children, or 1 in 7½.

In conclusion I beg to append the School Laws of the Canton of the Valais, for the purpose of showing how these laws are generally drawn up.

Loi du 31 *Mai*, 1849, *sur l'Instruction Publique du Canton du Valais.*

LE Grand Conseil du Canton du Valais, sur la proposition du Conseil d'Etat;

Considérant la nécessité d'améliorer l'instruction publique dans le Canton et de la mettre en harmonie avec les besoins du peuple;

Vu l'Article 8 de la Constitution portant: L'instruction publique est obligatoire: elle est placée sous la surveillance de l'Etat, sans préjudice des attributions du clergé quant à l'instruction religieuse:

Ordonne :—

Chapitre I.—*Etablissements d'Instruction Publique.*

Article 1. Les établissements d'instruction publique sont :

(1.) Les Cours permanents :—

a. Les Ecoles Primaires.

b. L'Ecole Normale pour former les régents et les institutrices des Ecoles Primaires.

c. Les Colléges.

d. Le Lycée Cantonal pour les études supérieures.

e. Le Seminaire.

(2.) Les Cours temporaires :—

a. Le Cours de Droit.

b. L'Ecole de Sages-femmes.

c. L'Ecole Vétérinaire, &c.

Chapitre II.—*Direction.*

Art. 2. La direction supérieure des établissements d'instruction publique appartient au Conseil d'Etat.

Cette direction est exercée par un Département spécial.

Art. 3. Le Conseil d'Etat adjoindra au Département de l'Instruction Publique un Conseil de deux membres qui sera convoqué quand les circonstances l'exigeront.

Art. 4. Il y a dans le Canton, un ou plusieurs Inspecteurs des Ecoles nommés par le Conseil d'Etat, sur la proposition du Département de l'Instruction Publique.

Art. 5. Il y a, dans chaque Commune, une Commission des Ecoles composée de trois à cinq membres, nommé pour deux ans par le Conseil Municipal.

Chapitre III.—*Ecoles Primaires.*

Art. 6. L'instruction primaire est obligatoire ; elle est donnée dans les écoles publiques, ouvertes à cet effet, dans les Communes.

Art. 7. On y enseigne : 1. La religion Catholique ; 2. La lecture et l'écriture ; 3. La grammaire Française ou l'Allemande ; 4. L'arithmétique et la tenue des comptes ; 5, La géographie ; 6. L'histoire nationale ; 7. Le chant.

Art. 8. L'enseignement de ces objets comprend deux degrés ; l'élémentaire et le supérieur.

Art. 9. Il y a dans chaque Commune au moins une Ecole Primaire Publique. Les enfants des deux sexes y sont instruits séparément.

Toutefois le Conseil d'Etat pourra dispenser les Communes de cette dernière obligation, s'il y a lieu. Deux ou plusieurs Communes peuvent, avec l'autorisation du Département, se réunir pour ne tenir qu'une école.

Art. 10. Dans les Communes où le nombre des élèves excède soixante, le Conseil d'Etat peut, s'il y a lieu, établir deux écoles, une pour chaque sexe.

Art. 11. Dans les écoles spéciales pour les jeunes filles, les élèves reçoivent, outre l'enseignement désigné à l'Article 7, des leçons particulières sur les ouvrages du sexe, et sur l'économie domestique.

Art. 12. La nomination des instituteurs et des institutrices, dans les Communes, appartient an Conseil Municipal, sous l'approbation du Département de l'Instruction Publique.

Art. 13. Les Communes supporteront les frais de l'instruction publique. Il est pourvu :—

(1.) Par les fonds affectés jusqu'à ce jour aux écoles.

(2.) Par l'excédant sur les capitaux destinés aux bénéfices paroissiaux d'après l'Article 32 du Décret du 29 Janvier, 1848.

(3.) Si ces ressources sont insuffisantes, les Communes peuvent, après avoir consulté l'autorité compétente, appliquer aux écoles les fonds des Sociétés, des Corporations ou fondations dont le but serait moins utile que l'instruction publique.

(4.) Par une contribution qui pésera sur les ressortissants domiciliés dans la Commune, en raison de leur fortune, à l'exception des dissidents qui entretiennent par eux-mêmes une école particulière pour leurs enfants.

Ces fonds sont administrés par les Conseils Municipaux.

bourgeoisies soit anciennes Communes fournissent le local des écoles.

Art. 14. Le Conseil d'Etat, après avoir entendu le Conseil Municipal, fixe le traitement des régents et des maîtresses d'école.

Art. 15. Chaque Commune fournit gratuitement aux enfants de ses ressortissants pauvres les objets nécessaires pour l'école.

Art. 16. Les Communes garantissent les fonds d'école : ils ne peuvent être aliénés sans l'autorisation du Conseil d'Etat.

Art. 17. Les parents et les tuteurs sont tenus de procurer l'instruction primaire aux enfants confiés à leurs soins, aux moyens des écoles publiques ou de toute autre voie constatée et approuvée par l'Inspecteur des Ecoles de l'Arrondissement.

Art. 18. La Commission Locale d'Instruction s'assure que les parents et les tuteurs remplissent l'obligation qui leur est imposée.

Chapitre IV.—*Ecole Normale.*

Art. 19. Il y a une Ecole Normale dans les deux langues, destinée à former les régents et les institutrices des Ecoles Primaires.

Art. 20. L'enseignement de l'Ecole Normale comprend un cours de pédagogie et un cours des matières les plus utiles et les plus nécessaires aux régents.

Art. 21. Pendant la durée de l'Ecole Normale, les élèves sont défrayés par l'Etat.

Art. 22. Les régents ou les institutrices qui ont fait leur cours aux frais de l'Etat sont tenus à enseigner pendant cinq ans dans le Canton.

A ce défaut, ils rembourseront les frais de leur instruction pour le temps qu'ils n'auront pas enseigné, sauf impossibilité constatée.

Cette disposition est aussi applicable aux régents ou aux institutrices actuels vis-à-vis des Communes aux frais desquelles ils ont fait leur cours, sauf convention contraire ou impossibilité constatée.

Art. 23. Pour être régent d'une Ecole Primaire, il faut être muni d'un brevet de capacité ou d'une autorisation provisoire délivrée par le Département de l'Instruction Publique.

Art. 24. Pour obtenir un brevet de capacité, il faut être âgé de 18 ans.

Art. 25. Ce brevet peut être retiré par le Conseil d'Etat, si la négligence ou l'inconduite des régents ou des institutrices y donne lieu.

Chapitre V.—*Colléges.*

Art. 26. Les Colléges sont des établissements destinés à continuer et à étendre l'instruction donnée dans les écoles primaires, et à préparer les jeunes gens aux études supérieures du Lycée.

Il y en a deux dans le Canton : un à Brigue, pour la langue Allemande ; l'autre à St. Maurice, pour la langue Française.

Art. 27. On y enseigne :—1. La religion Catholique ; 2. Les deux langues nationales ; 3. La langue Latine et la langue Grecque ; 4. L'histoire et la géographie ; 5. L'arithmétique, ainsi que les éléments d'algèbre et de géométrie ; 6. Les belles lettres ; 7. Le dessin ; 8. La tenue des livres ; 9. La musique.

Chapitre VI.—*Lycée Cantonal.*

Art. 28. Il y a, à Sion, un Lycée destinée aux études supérieures.

Art. 29. On y enseigne :—1. La religion Catholique ; 2. La littérature Française ; 3. La littérature Allemande ; 4. La littérature ancienne ; 5. La philosophie ; 6. La physique ; 7. La chimie ; 8. L'histoire naturelle ; 9. Les mathématiques supérieures et les appliquées ; 10. L'histoire ; 11. Le dessin ; 12. L'économie rurale ; 13. La musique.

Art. 30. Le Conseil d'Etat peut au besoin étendre ou modifier la sphère d'enseignement dans les établissements d'instruction publique mentionnés aux Chapitres III, IV, V, et VI.

Art. 31. Le corps enseignant est à la nomination du Conseil d'Etat.

Chapitre VII.—*Séminaire.*

Art. 32. Le pouvoir exécutif intervient dans l'organisation du séminaire, en tant que le maintien de l'ordre public et des institutions de l'Etat l'exigent. Des dispositions particulières règleront tout ce qui a rapport à cet objet.

Chapitre VIII.—*Cours Temporaires.*

Art. 33. Les dispositions Législatives actuelles concernant les cours temporaires sont maintenues.

Chapitre IX.—*Dispositions Générales.*

Art. 34. La Bibliothèque et le Musée du Lycée Cantonal sont déclarés établissements nationaux.

L'Etat pourvoit à leur entretien et à leur accroissement.

Art. 35. Des réglements spéciaux déterminent tout ce qui regarde l'organisation des divers établissements d'instruction, la discipline, les peines disciplinaires contre les transgresseurs de la présente Loi, la durée des cours, les conditions d'admission et de promotion, les examens, les traitements des Professeurs.

Art. 36. La Loi du 31 Mai, 1844, est rapportée.

Donné en Grand Conseil, à Sion, le 31 Mai, 1849.

Le Président du Grand Conseil,
(Signé) P. TORRENT.

Les Secrétaires,
(Signé) Ribordy.
Allet.

Abstract of the Reports from the Swiss Cantons on the Annual Grants for Public Education.

	Fr.	c.	Fr.	c.	Fr.	c.
1. Zurich.						
Cantonal expenditure for general school purposes	..		515,683	70		
Contributions of the Communes for 476 elementary teachers, at fixed salaries (with free lodging, half an acre of good land, and two cords of wood each)	..		95,200	0		
School expenditure of the Municipalities of the town of Zurich	..		85,000	0		
Ditto ditto Winterthur	..		69,896	0		
Total	..		..		765,779	70
2. Lucerne.						
A. Cantonal grant:—						
a. General expenditure	9,262	81				
b. Common public schools	137,857	24				
c. Higher public schools	30,218	59				
			177,338	64		
B. By Corporations—						
a. For the higher schools:—						
From the Xaverian Fund	26,040	0				
The income of the Canons (Professors) from their prebends, about	7,000	0				
The income of the Cantonal School Inspector, from the Chapter of Münster	1,400	0				
Stipends paid, including several endowments at the Chapters of Münster and Lucerne, about	3,600	0				
	38,040	0				
b. For common public schools, including several Latin country schools:—						
One-fourth of the salaries of the commune school-teachers being paid by the communes, about	19,600	0				
(The construction and keeping in repair the school-houses, and furnishing school materials, also undertaken by the Communes.)						
Expenditure of larger communes for schools, in addition to which, however, other special funds are made to contribute	17,200	0				
Sundries	6,000	0				
Total	..		80,840	0		
					258,178	64
3. Lower Unterwalden.						
1. Cantonal grant	..		2,527	80		
2. Contributions of the communes and school-moneys, about	..		5,000	0		
3. By the Administration of the Savings Bank and private contributions	..		2,500	0		
Total	..		..		10,027	80
(There are thirty-one Primary Schools and one Secondary School, with 24 male and 11 female teachers, attended by 1,500 children.)						

	Fr.	c.	Fr.	c.	Fr.	c.
4. ZUG.						
1. Cantonal grant	..		2,449	0		
2. Contributions of the Communes	..		28,826	0		
Total	..		..		31,275	0
In several places the teachers enjoy additional ecclesiastical benefices, and in two nunneries, near Zug and Cham, schools for girls are kept gratuitously.						
5. FREIBURG.						
A. 1. Cantonal grant	83,060	0				
2. Contributions of the Communes	198,640	0				
3. Interest from various endowments	62,150	0				
Total	343,850	0				
Applied to the different branches as follows:—						
I. *Primary Instruction.*						
1. Contributions of the Communes, in kind	42,780	0				
2. Ditto ditto in cash	141,167	0				
3. Interest of an endowment	5,126	0				
4. Cantonal contribution	23,690	0				
			212,663	0		
The capital fund of the endowments estimated at 240,547 francs.						
II. *Secondary Instruction.*						
1. Contributions of the Communes	14,793	0				
2. Interest on a capital of 16,000 francs, from an endowment	800	0				
3. Cantonal contribution (including 6,000 francs to the Teachers' Seminary)	18,900	0				
			34,493	0		
III. *Lyceum or Academy.*						
Entirely at the expense of the Canton, contains a Faculty of Jurisprudence and a Faculty of Natural Science	..		15,494	0		
IV. *St. Michael's College.*						
Theological Seminary and higher Latin School:—						
Endowment funds, books, and moveables	368,980	0				
Funded capital, at interest	1,161,170	0				
Total	1,530,150	0				
Interest	44,634	0				
Cantonal contribution	24,976	0				
			69,610	0		
V. *Endowment Capital of the "Scholarchenkammer" (Chamber of School Inspectors)*	270,870	0				
Interest (which is employed for the payment of stipends to deserving pupils, for their final education abroad)	..		11,590	0		
Total	..		..		343,850	

B. Summary of the School Funds in the Communes, as published December 31, 1858, by the Board of Education:—

District.	Number of Communes.	Number of Schools.	Scholars.	Cantonal Contribution.	Amount of Funds.		Fr.	c.	Fr.	c.
				Francs.	Fr.	c.				
Saane	62	52	3,021	2,175	247,329	73				
Sense	18	18	1,824	1,830	68,727	8				
See (Sake)	43	42	2,416	1,695	378,750	45				
Broye	49	48	2,238	2,100	108,865	57				
Glane	56	50	1,904	1,705	226,000	8				
Veveyse	16	23	1,059	970	76,535	1				
Gruyère	41	54	2,830	1,845	227,935	39				
Total	285	287	15,292	12,320	..		..		1,334,143	31

Which Commune funds are destined for the dotation of the Primary School-teachers. If we add to them the endowments mentioned under (A), there will appear—	Fr.	c.	Fr.	c.	Fr.	c.
Under I	240,547	0				
„ II	16,000	0				
„ IV	1,530,150	0				
„ V	270,870	0				
Total amount of endowments	..		2,057,567	0		
Total of capital destined for public education	..		3,391,710	31		

6. Soleure.

	Fr.	c.	Fr.	c.	Fr.	c.
Cantonal grant for public education	109,000	0				
Contributions of the Communes	141,000	0				
Total	250,000	0				
Distributed as follows:—						
I. Cantonal College (150 students)	..		42,000	0		
II. Secondary Schools (in seven districts, 220 scholars), Cantonal contribution	13,000	0				
Contributions of the Communes to the same	11,000	0				
			24,000	0		
III. Primary schools (including Teachers' Seminary, 9,400 scholars), contribution of the Canton	54,000	0				
Contribution of the Communes	130,000	0				
			184,000	0		
Total	..		..		250,000	0

The average cost per scholar is 280 frs., 110 frs., and 20 frs.

7. Basle Town.

The following schedule shows the School Expenditure for the year 1859, according to the then existing School Law:—

	Cantonal Contribution.				Municipal Contribution.				Contribution from University Fund.		School Moneys.		Total.	
	In cash.		In lodgings.		In cash.		In lodgings.							
	Fr.	c.	Fr.	c.	Fr.	c.	Fr.	c.	Fr.	c.	Fr.	c.	Fr.	c.
1. University and Pedagogium	61,811	75	(6) ...		(I) 857	15	...		(9) 22,721	72	...		85,390	62
2. School of Industry	18,957	80	(1) 600	0	...		...		...		5,174	35	24,732	15
3. Gymnasium	29,659	51	(2) 1,500	0	...		...		...		9,739	30	83,631	0
4. Polytechnic Gymnasium	27,471	32	(3) ...		...		...		5,801	7	9,460	0		
5. „ School	26,677	80	(4) 225	0	...		...		...		3,773	30	30,676	10
6. Young Ladies' School	22,422	51	(5) ...		...		...		...		12,274	0	34,696	51
7a. Public Town Schools	75,975	73	...		4,200	0	2,700	0	...		15,695	45	98,571	18
7b. „ Country Schools	3,937	66	(8) ...		(7) ...		...		...		(10) ...		3,937	66
8. City Orphan Asylum	419	50	...		(II) 8,125	17	...		...		...		8,544	67
	267,333	58	2,325	0	13,182	32	2,700	0	28,522	79	65,116	20		
	269,658 fr. 58 c.				15,882 fr. 32 c.									

Sum total of School Expenditure of Basle Town, 370,179 francs 89 c.

Remarks.—(I.) For the Botanic Garden. (II.) From the Orphan Fund. (1–7.) The residences of the Rectors (2–6), as well as that of the Librarian and of the Professor of Natural History, are in the office-buildings (school-houses, Museum, and Library), as well as those of the country schoolmasters, and are not subject to taxation; the former are supplied by the Canton, as well as the fuel of the latter, whom the Communes furnish with residence, besides arable land. All expenses of building not mentioned here are borne by the Canton. (9 and 10.) In those Schools the College and School-moneys cannot be taxed, being collected directly by and for the Professors and teachers. The other sums mentioned, however, are brought into the Cantonal account.

8. Basle Country.

	Fr.	c.	Fr.	c.	Fr.	c.	Fr.	c.
1. Cantonal grant	..		99,147	0				
2. Grants by Communes or Corporations	..		40,781	0				
3. Private contributions (school-moneys)	..		25,622	0				
			165,550	0				
Distributed as follows:—								
I. *Public Schools.*								
A. Daily and Repetition Schools:								
1. Cantonal contribution	53,725	0						
2. Contribution of Communes	37,053	0						
3. School-moneys	23,122	0						
			113,900	0				
B. Female Work-schools:								
1. Cantonal contribution	4,572	0						
2. Contribution of the Communes	1,428	0						
			6,000	0				
II. *Superior Instruction.*					119,900			
A. District Schools for Boys:								
Cantonal contribution	25,200	0						
Contribution of the Communes	800	0						
			26,000	0				

	Fr.	c.	Fr.	c.	Fr.	c.	Fr.	c.
B. Secondary School for Girls:								
1. Cantonal contribution	1,650	0						
2. Contribution of the Communes	1,500	0						
3. School-moneys	2,500	0						
			5,650	0				
C. Stipends: Cantonal expenditure	..		6,500	0				
D. General costs: Inspection, &c.	..		4,500	0				
E. Scientific collections	..		3,000	0				
					45,650			
Total	..		..				165,550	0

According to this statement it may be taken that, by adding all accessory disbursements not mentioned in it, the annual Cantonal expenditure amounts to 100,000 francs; that of the Communes to 50,000 francs, at least, for public education.

There are in the Canton of Basle country ninety-five Primary Teachers, for as many Primary Schools, with which everywhere Female Work Schools are connected.

9. Appenzel Outer Rhodes.

	Fr.	c.	Fr.	c.	Fr.	c.
Total amount for public education during the last fiscal year	..		..		117,203	0

10. Grisons.

	Fr.	c.	Fr.	c.	Fr.	c.
Cantonal grant:—						
1. General expenditure	4,562	0				
2. Cantonal College	42,972	0				
3. Teachers' Seminary	15,783	0				
4. Public Schools	24,100	25				
			87,417	25		
Contributions of the Communes for teachers' salaries	..		85,000	0		
Total	..		..		172,417	25

In the case of the Communes the school-moneys are included; not included are the 68,000 to 70,000 francs annually paid to the teachers from the interest of the Commune School Fund, the fuel for 153 and the lodgings for 156 teachers, whose salaries are annually augmented.

11. Valais.

The Finance Report of the Canton, for 1859, shows the following expenditure for public education:—

	Fr.	c.	Fr.	c.	Fr.	c.
a. Salary of the Secretary of the Board of Public Education	1,000	0				
b. Chair of Jurisprudence	1,200	0				
c. Cantonal Lyceum	7,984	0				
d. Colleges of St. Maurice and Brieg	11,286	11				
e. Inspectorship of the Lyceum and the Colleges	208	60				
f. Cabinets of Physical Science	600	0				
g. Cantonal Library	279	75				
h. Printed matter	481	35				
i. Servants	800	0				
k. Fuel	390	0				
l. Four Normal (Secondary) Schools	4,823	40				
m. Inspection of the Primary Schools	1,250	0				
n. School of Industry	200	0				
o. Unforeseen expenses	1,874	0				
			32,377	21		
From a semi-official school-paper "L'Ami des Régens" ("The Teacher's Friend"), of November 1, 1854, it appears that at that time the Communes paid the teachers in 308 schools, attended by 7,242 boys and 6,259 girls, the sum of	..		37,206	0		
Total	..		..		69,583	21

The ecclesiastical prebends, which bear a considerable part of the costs of the primary instruction, are not brought into account here; the contributions, however, from the funds of the Communes have since increased.

12. Neufchatel.

The Finance Report for 1859 shows the following sums spent by the Canton for public education:—

I.

	Fr.	c.	Fr.	c.	Fr.	c.
A. Salaries and compensations (General Administration)	4,378	85				
B. Extraordinary contributions (literature, public lectures, &c.)	7,893	30				
C. Observatory	5,116	57				
D. Contributions:						
1. Primary Schools	85,192	0				
2. The three Secondary (Industry) Schools	10,000	0				
			112,580	72		

		Fr. c.	Fr. c.	Fr. c.
II. Contribution of the Communes :—				
A. For Primary instruction		101,391 39		
B. For Secondary instruction		34,831 0		
C. The citizens of Neufchâtel, towards the Literary College		51,350 69	187,573 8	
III. Income from the Primary School Funds		..	10,146 67	
IV. Presents and donations to the Primary Schools		..	5,351 80	
V. School-moneys :—				
a. In the Primary Schools		33,190 31		
b. In the Secondary Schools		10,922 0	44,112 31	
Total		..	..	359,764 58
13. Upper Unterwalden.				
Cantonal contribution to the Cantonal College, about		3,500 0		
Ditto Country Schools		1,000 0	4,500 0	
Contributions of the Communes and Corporations to the latter		..	10,000 0	
Total		..	..	14,500 0
14. Argovie.	Fr. c.			
Average calculation of annual grants of the Canton and of the Communes, for public education, during the last five years, in round sums :—				
A. *Cantonal Expenditure.*				
I. Commune Schools :—				
a. Ordinary contributions to the teachers salaries, including extraordinary contributions to poor Communes	90,000 0			
b. For Female Work Schools (contribution to the salaries of female teachers), working materials, &c.	15,000 0	105,000 0		
II. District schools : Cantonal contribution	..	50,000 0		
III. Cantonal College :—				
a. Cantonal contribution	25,000 0			
b. Interest of the Cantonal College and Industry School Funds	10,000 0	35,000 0		
IV. Teachers' Seminary : teachers' salaries, about	..	20,000 0		
V. Agricultural Institution (opened in the spring of 1861)	..	6,000 0		
VI. Stipends for the completion of scientific and professional studies	..	12,000 0		
VII. Contributions to the construction of school-houses	..	4,000 0		
VIII. Ditto Teachers' Pension Fund	..	1,000 0		
IX. Ditto Deaf and Dumb Asylum, and institutions for the education of the poor	..	7,500 0		
X. Public Board of Superintendence :—				
a. Board of Education	8,000 0			
b. District School Superintendents, Inspectors, &c.	9,500 0	17,500 0		
Total Cantonal Expenditure	..	..	258,000 0	
B. *Commune Expenditure.*				
I. For the Commune Schools : salaries, teaching materials, keeping localities in repair, fuel, administration and sundries	..	300,000 0		
II. For the District Schools	..	55,000 0		
III. For the Cantonal College (from the Municipality of Aarau)	..	5,000 0		
Total Commune Expenditure	..	..	360,000 0	
C. *Contributions from the School Property.*				
I. Commune School property, January 1, 1859	..	3,383,560 0		
II. Special endowments for educational purposes	..	283,250 0		
III. Cantonal College property at the end of 1859	..	1,417,333 0		
IV. Cantonal College and Industry School Fund	..	250,000 0		
V. Capital for founding an Agricultural Institution in Muri	..	350,000 0		
VI. Relief fund for Catholic clerical students	..	50,000 0		
VII. Funds of the three Deaf and Dumb Asylums and a Blind Asylum about to be founded	..	45,000 0		
Total amount of School Property	..	5,779,143 0		
The interest of which, at 4 per cent., amounts to 230,000 francs.				
Total of School Expenditure of Argovie	..	..	..	618,000 0
Under the new School Law the expenditure of the Canton and of the Communes may increase about 150,000 francs.				

REFORM CLUB PALL MALL

15. Tessin.

	Fr. c.	Fr. c.	Fr. c.
Cantonal grant for public schools	..	77,000 0	
Communal ditto	..	80,000 0	
Adding interest of endowments	..	32,000 0	
Representing a total sum of	..	189,000 0	
Distributed as follows, among the several branches of education:—			
I. Lyceum and 5 Gymnasiums, with Polytechnic classes:			
1. Cantonal contribution	22,000 0		
2. Interest of endowments	32,000 0		
		54,000 0	
II. 14 Secondary and Drawing Schools:—			
Cantonal contribution	..	16,000 0	
III. 450 Primary Schools:—			
1. Cantonal contribution	30,000 0		
2. Contribution of the Communes	80,000 0		
		110,000 0	
IV. Teachers' Seminary (at the expense of the Canton)	..	4,500 0	
V. Central Administration	..	4,500 0	
Total	..	..	189,000 0

The cost of the buildings is not included, and under the new Law of June 12, 1860, regulating the salaries of Primary Teachers, the Cantonal contribution for Primary Schools will increase about one-fourth, and that of the Communes about one-third.

16. Glarus.

	Fr. c.	Fr. c.	Fr. c.
I. *Cantonal Contribution.*			
For public schools, stipends to poor students, relief of poor school districts, keeping up female work-schools, and purchase of teaching materials	..	5,000 0	
II. *Commune Expenditure.*			
In twenty-seven Communes, possessing together school-funds to the amount of 720,270 francs, the salaries of 47 teachers (one school with 6 teachers, one with 5, four with 3, three with 2, the rest with 17), amount to 36,454 francs, while the total expenses are	45,210 0		
One Commune provides for its school expenditure from the Church Fund, with	1,800 0		
		47,010 0	
III. *Secondary School Corporation at Glarus.*			
a. School-moneys from about 80 scholars	6,150 0		
b. Contributions	1,460 0		
c. Interest of fund	3,900 0		
		11,510 0	
Showing a surplus of receipts of 525 francs; 9,400 francs are applied to teachers' salaries.			
Total	..	..	63,520

17. St. Gall.

	Fr. c.	Fr. c.	Fr. c.	Fr. c.
I. *Cantonal Contribution.*				
1. To both religious confessions, for educational purposes in general (10,000 francs each)		20,000 0		
2. To the Cantonal College		8,000 0		
			28,000 0	
II. *Protestant Schools.*				
A. Primary Schools:—				
1. Interest of the school funds of 1,261,700 francs, at 4 per cent.	56,776 0			
2. Interest of school-houses and real estate, of the value of 946,538 francs, at 4 per cent.	36,860 0			
3. Taxes on the property of the "Schulgenossen" parents of the pupils)	52,803 0			
		146,439 0		
The teachers' salaries, under this rubric, for more than 140 schools, amount to 102,200 francs. Herein is also principally included the amount stated under I, 1).				
B. Secondary and Polytechnic Schools:—				
1. Contributions for Country Secondary Schools from the Central Evangelical Treasury	800 0			

	Fr.	c.	Fr.	c.	Fr.	c.	Fr.	c.
2. Rents of the school localities (principal 190,000 francs, at 4 per cent.)	7,600	0						
3. Interest on capital, school-moneys, and donations, form a sum of	37,700	0						
			46,100	0				
Teachers' salaries (defrayed out of the foregoing sum), amount to 34,700 francs.								
C. Higher Schools (Cantonal College and Teachers' Seminary):—								
1. Contribution of the Central Evangelical Treasury	5,000	0						
2. Ditto Council of Education of the town of St. Gall	18,938	0						
3. Rent from college building (190,000 francs at 4 per cent.)	7,600	0						
			31,538	0				
D. Administration of Evangelical Education (Central Treasury)	..		5,000	0				
					229,177	0		
Recapitulation.								
1,261,700 francs Primary School Fund, at 4 per cent.	56,776	0						
1,326,538 „ in school-buildings and real estate	52,061	0						
2,588,238 „ in Funds, bearing an interest of	..		108,837	0				
Two contributions of Central Evangelical Treasury	..		10,800	0				
Divers local sources (school-moneys, taxes, &c.)	..		109,540	0				
Total	..		229,177	0				
III. *Catholic Instruction.*								
A. Primary Schools:—								
1. Interest on real estate and capital	108,162	0						
2. Property-taxes from from the "Schulgenossen" (parents of the pupils)	71,838	0						
3. Contribution of Catholic Central Fund	11,000	0						
			191,000	0				
Herein is also included the Cantonal contribution mentioned under I 1, viz., 10,000 fr. 9 c. There are 142 Primary School Corporations, with 234 schools.								
B. Secondary or Polytechnic Schools (11 for boys and 4 for girls):—								
1. From the Girls' School Funds	3,500	0						
2. Taxes from the "Schulgenossen" (parents of the pupils)	27,100	0						
3. Contribution of Catholic Central Fund	21,500	0						
			52,100	0				
C. Higher Instruction (Central Funds, Special Endowments):—								
1. Cantonal College	35,500	0						
2. Catholic Pension Institute	3,500	0						
3. Stipends	3,200	0						
4. Priests' seminary	6,700	0						
			48,900	0				
					292,000	0		
Total	..		..		..		549,177	0

N.B.—The above sums do not include the value of the gardens and arable land of the teachers; the materials of teaching, and school-house furniture; the value of, and income from, separate endowments for Primary School pupils; the amount of the funds for Girls' Schools; the amount of the property-tax of the Catholic "Schulgenossen" (parents of pupils) of the Cantonal College; the amount of the endowments for the stipends and the Pension Establishment; nor the value of, and income from, the school localities above the degree of Primary Schools. The amounts enumerated, if classified according to their origin, give the following result:—

	Fr.	c.	Fr.	c.
a. Primary school-houses, value	145,000	0		
b. Ditto, school funds	2,400,000	0		
	2,545,000	0		
Interest, producing 4¼ per cent.	108,162	0		
Contributions from endowments not mentioned (separate from the Central Fund)	8,000	0		
			116,162	0

	Fr.	c.	Fr.	c.	Fr.	c.
Property-tax of the "Schulgenossen" (parents of the pupils) .	..		98,938	0		
From the Catholic Central (Cantonal) Fund	..		76,900	0		
Showing the above sum of	..		292,000	0		
18. Appenzell Inner Rhodes.						
1. Annual grant from the School Treasury . . .	..		4,000	0		
2. Ditto, from the Cantonal Treasury	..		1,600	0		
					5,600	0
19. Geneva.						
The Budget for 1860 provides the following sums:—						
I. *From the Canton.*						
1. General salaries and office expenditure	7,100	0				
2. Primary Schools (77 male and 71 female teachers of all classes)	107,619	0				
3. Secondary School, for girls	21,152	0				
4. College at Carouge	8,260	0				
5. Joint expenses of the two Colleges in Geneva . . .	4,350	0				
6. Commercial and Industrial College	21,500	0				
7. Latin College	26,800	0				
8. Gymnasium	12,500	0				
9. Religious instruction in the Primary and Secondary Schools .	6,000	0				
10. Academy	76,554	0				
11. School of Industry	6,384	0				
12. Teachers of drawing for the younger industrial scholars at Carouge	300	0				
13. Gymnastics	2,700	0				
14. National Institute	8,000	0				
15. Observatory	2,800	0				
16. Instruction of the Deaf and Dumb	2,800	0				
17. Library and special courses of lecture	4,900	0				
			319,719	0		
II. *From the City of Geneva (Official Statement).*						
1. Primary Schools	24,850	0				
2. Infant Schools	5,600	0				
3. Industry School	3,100	0				
4. Gymnastic School	800	0				
			34,350	0		
III. *From the Country Communes.*						
1. Contribution to the salaries of the male and female primary teachers	25,267	0				
2. Evening School	159	0				
3. Infant Schools	730	0				
4. Heating and keeping in repair the school-rooms . .	6,695	0				
5. Compensations for lodgings and sundries . . .	1,652	0				
			34,503	0		
Total	..		..		388,562	0
20. Vaud.						
Annual Expenditure for Public Education:						
I. *Of the Communes.*						
1. Elementary Instruction: teachers' salaries . . .	304,297	0				
2. Eleven Colleges and Middle Schools	49,453	0				
			353,750	0		
II. *Receipts of the Canton in School and College Moneys.*						
1. The Cantonal College	11,900	0				
2. The Academy	7,000	0				
			18,900	0		
III. *Cantonal Expenditure.*						
1. Contribution to the salaries of Primary Teachers . .	50,000	0				
2. Additional bounties after 10 to 20 years' service . .	28,000	0				
3. Pensions of Primary Teachers	18,000	0				
4. Contributions to the construction of school-buildings . .	5,000	0				
5. Teachers' Seminaries	30,500	0				
6. Commissioners for the examinations in Primary Schools .	5,000	0				
7. Library of Primary Teachers	600	0				
8. Deaf and Dumb Asylum, at Yverdon	12,000	0				
9. Contributions to the Colleges and Middle Schools . .	46,000	0				
10. Pensions of the teachers of the ancient Communal Colleges .	4,700	0				
11. Cantonal College	20,000	0				
12. Academy	51,700	0				
13. Instruction in gymnastics, riding, and drawing in the two foregoing schools	5,100	0				
14. Board of Education	7,500	0				

	Fr. c.	Fr. c.	Fr. c.
15. Assistance to pupils of the Agricultural School	6,000 0		
16. Museum, libraries, &c.	15,000 0	305,100 0	
Total	..	..	677,750 0

Not including the value of all the buildings and keeping them in repair, the furniture and fuel of the Primary and Middle School-houses.

21. SCHWYZ.

1. *Contributions of the Communes (supposed*).*

	Fr. c.	Fr. c.	Fr. c.
a. For 62 schools for boys	40,400 0		
b. For 23 schools for girls	10,450 0	50,850 0	

2. *Cantonal Contributions (supposed*).*

	Fr. c.	Fr. c.	Fr. c.
a. For the Teachers' Seminary	13,000 0		
b. Gymnasium and Lyceum at Schwyz (20 professsrs and 160 pupils)	25,000 0		
c. Ditto ditto Einsiedeln (200 pupils)	28,000 0	66,000 0	
Total	..	..	116,850 0

22. SCHAFFHAUSEN.

From divers funds and receipts, among which 94,720 francs (interest at 4 per cent. of a fund of 2,368,000 francs), the contributions to the salaries (8,873 francs), and the school-moneys (6,900 francs) may be mentioned, the Church and School authorities of the Canton indiscriminately receive the sum of 166,500 francs, of which the following is granted for school purposes:—

	Fr. c.	Fr. c.	Fr. c.
1. Boards of Control	..	1,390 0	
2. Gymnasium:—			
a. Salaries and pensions	28,505 0		
b. Stipends	1,400 0		
c. Library and apparatus	800 0		
d. School necessaries and servants	1,400 0	32,105 0	
3. a. Salaries of teachers in five Polytechnic Schools	21,294 0		
b. Stipends	320 0	21,614 0	
4. Elementary Schools:—			
a. Ordinary contributions to thirty-six Country Schools	9,560 0		
b. Ditto to the Town Schools (twenty-one classes)	2,205 0		
c. Extraordinary contributions to four poor Communes	376 0		
d. Sundries	6,530 0	18,671 0	
5. Keeping the buildings in repair, and purchases for the Gymnastic School	..	16,500 0	
Total, apparently not including Communal contributions	..	..	90,280 0

23. BERNE. (Extract from the Fiscal Report of 1859.)

A. *Cantonal Expenditure.*

	Fr. c.	Fr. c.
1. University	..	109,687 40
2. Cantonal Colleges:—		
a. Berne	67,292 30	
b. Porrentruy	20,000 0	87,292 30
3. Secondary Schools:—		
a. Six Progymnasia	35,400 94	
b. Twenty-five High Schools	41,787 54	77,188 48
4. Primary Schools:—		
a. Teachers' salaries	298,230 17	
b. School-buildings	5,240 90	
c. Sundries	4,183 6	
d. Working Schools for girls, and Infant Schools	19,899 3	327,553 16

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* We say "supposed," because the official statement merely shows the sums and the purpose to which they are granted, not stating the source (whether Canton or Communes) from which they emanate. It is, therefore, supposed that of the sum of 116,850 francs, 50,850 francs are contributed by the Communes, and the rest by the Canton.

	Fr. c.	Fr. c.	Fr. c.	Fr. c.
5. Special institutions for the education of teachers, and Deaf and Dumb Asylum	..	52,270 8		
6. Inspection, Synod, and Director's Office	..	28,404 65		
			682,395 73	
B. *School-moneys in the Cantonal Colleges.*				
1. Berne	..	23,149 50		
2. Porrentruy	..	4,427 44		
			27,576 94	
C. *Communal Contributions.*				
1. To the Cantonal College at Porrentruy	..	17,702 86		
2. To the Secondary Schools (one-half of the teachers' salaries)	..	41,787 54		
3. To the Primary Schools:—				
a. General expenses	131,213 0			
b. Contributions to the teachers' salaries	385,336 0			
		516,549 0		
			576,039 40	

The value of the school property, consisting of funds invested, is estimated at about 2,000,000 francs, and that of buildings and contributions in kind at about 3,000,000 francs. There are 1,276 Primary Schools; the Canton pays two-fifths and the Communes three-fifths of the salaries of the Primary Teachers. The amount of the school-moneys (44,500 francs) is included in the Communal contributions. The amount of the school-moneys from the Secondary Schools is not known to the Board, and has, therefore, not been brought into account. Finally, no Communal contribution to the Cantonal College at Berne has been enumerated, the citizens of the town maintaining the so-called "Realschule" (High School), a school on the same footing as the Cantonal School, entirely out of their own means, and quite independent of the Public Board of Education.

	Fr. c.	Fr. c.	Fr. c.
From these reasons, and because the law on the economical state of the public Primary Schools, for the year 1859, holds out a prospect of a larger permanent expenditure, that of the year 1858 being somewhat below the above given amounts, the total sum shows an average (still somewhat below reality) of	..	..	1,286,012 0

24. THURGOVIE.

The following schedule shows the annual expenditure for public education:—

	Voluntary Contributions of Communes and Families.	Contributions required by Law.			Fr. c.	Fr. c.	Fr. c.
		Of the Families.	Of the Communal Funds.	Of the Canton.			
	Francs.	Francs.	Francs.	Francs.			
1. Primary Schools	70,000	68,470	95,396	56,700	290,566 0		
2. Secondary Schools	2,800	5,930	3,506	14,200	26,436 0		
3. Teachers' Seminaries	..	..	..	13,700	13,700 0		
4. Agricultural Institute	..	..	..	3,180	3,180 0		
5. Cantonal College	..	..	3,529	22,113	25,642 0		
						359,494 0	
	72,800	74,400	102,431	109,893			
To this is to be added the interest, at 4 per cent., of the real estate belonging to the Primary Schools (that of the other schools is not given), valued at 1,640,640 francs, while the actual funds amount to 2,977,407 francs					..	65,625 0	
The sums are not given, also, of the cost of the Central Administration of the Schools, of inspection, &c. The total sum is					..	..	425,119 0

From 1830 to 1860 the number of school-houses erected were 158, 70 of which were built from 1840 to 1850. There are 237 Primary teachers, and about 18,000 scholars.

25. URI.

	Fr. c.	Fr. c.	Fr. c.
General expenditure	..	..	6,778 0
Grand total for all the Cantons	..	..	7,344,957 7

List of the Cantons, showing the order in which they stand, according to the sums spent on Public Education, with reference to the total Population of each one.

	Expenditure.		Population.		Expenditure.		Population.
	Fr.	c.			Francs.		
1. Berne	1,286,012	0	468,516	15. Basle Country ..	165,550	0	51,773
2. Zurich	765,779	70	267,641	16. Appenzell Outer Rhodes	117,203	0	48,604
3. Vaud	677,750	0	213,606	17. Schwyz	116,850	0	46,193
4. Argovie	618,000	0	194,000	18. Schaffhausen . ..	90,280	0	35,646
5. St. Gall	549,177	0	181,091	19. Valais	69,583	21	90,880
6. Thurgovie ..	425,119	0	90,347	20. Glarus	63,520	0	33,459
7. Geneva	388,562	0	80,345	21. Zug	31,275	0	19,667
8. Basle Town ..	370,179	89	41,251	22. Upper Unterwalden ..	14,500	0	13,399
9. Neufchâtel ..	359,764	58	87,844	23. Lower Unterwalden ..	10,027	80	11,561
10. Freiburg	343,850	0	105,970	24. Uri	6,778	0	14,761
11. Lucerne	258,178	64	130,965	25. Appenzell Inner Rhodes	5,600	0	12,020
12. Soleure	250,000	0	69,527				
13. Tessin	189,000	0	131,396	Total	7,344,957	7	2,434,239
14. Grisons	172,417	25	91,177				

Factory Laws of Switzerland.

In the following Cantons no Legislation on the subject exists:—

Lucerne, Uri, Schwyz, Unterwalden, Zug, Freiburg, Soleure, Basle (town and country), Appenzell, Grisons, Argovie, Tessin, Vaud, Valais, Neufchâtel, and Geneva.

In several of these Cantons there are but very few factories; in others, as, for instance, Uri and Upper Unterwalden, none at all.

In Geneva, watches and jewellery are almost exclusively manufactured; the relations there prevailing between employers and work-people are such that up to the present time no necessity has been felt for legislative regulations.

The same state of things exists in the Canton of Basle-Town with regard to the ribbon manufactories. From a Report of the Committee of the "Gemeinnützige Gesellschaft" (Society for the Diffusion of Useful Knowledge), it appears that there are but very few branches of industry where the employment of children is so unremunerative as in ribbon manufactories. In most establishments there are not more than three or five boys under sixteen years, and only those girls are employed who are already confirmed, and, consequently, have passed their sixteenth year. The boys are sent on errands, and lend a helping hand at any light work; the unconfirmed girls find occupation in the winding establishments and bobbin factories, and even their number is steadily diminishing, because experience proves that such work can be done more advantageously by females above the age of seventeen. The number of the latter employed at ribbon weaving and at the looms steadily increases. Females working for weekly wages continue to draw them in sickness as well as in health until a late age; those working per piece are paid a great deal higher, but in the periods of distress they are obliged to resort to an Invalid Relief Fund. In the summer, twelve to thirteen hours are devoted to the work; in the winter, eleven to twelve hours.

The Government of the Canton of Argovie, in September 1842, laid before the Grand Council a project of a Factory Law, "with the view of abolishing prevailing abuses, and protecting the youth employed in manufactories," which was adopted after its first reading. It never came on again, however, a second time, and was eventually dropped, owing to the excitement it created among the mill-owners.

Legislation of the Cantons of Berne, Schaffhausen, St. Gall, Thurgovie, Glarus, and Zurich.

Berne.

No special law exists with regard to the employment of factory-children. The Primary School Law of March 13, 1835, however, is still in force, and provides for the establishment of Factory Schools.

Section 33 of this Law says generally—

"Children above 6 years are to attend the public Primary School of the district in which they live; the Protestant children until the taking of the sacrament, the Catholic children until after two years from their first communion."

Section 34 of the same Law exempts from these conditions—

"Children attending the private Primary School of a factory, in which case, however, the owner is obliged to obtain the permission of the Board of Public Education for such school, and to submit to the regulations established by that Board, in order that section 4 of the Law may be complied with, and the instruction always given during the ordinary working hours."

Section 4 above mentioned defines the object of the Primary Schools to be "the development and cultivation of the capacities and powers of every child, in order that it may fulfil its destiny as a man as well as a Christian and a citizen."

Schaffhausen.

In the Canton of Schaffhausen there are no positive laws regulating the condition of work-people in factories; the School Law of December 20, 1850, however, under the head of "Factory Schools," contains the following provisions for the protection of children employed in factories:—

"Section 240. Children above 11 years, and released from Class A of the daily school, may be employed in factories on condition that the owner allows them to attend one or other of the public schools, or that he maintains, at his own expense, a private school in which they are instructed until confirmation.

"Sect. 241. Until the completion of the 15th year, eight hours are to be devoted to instruction in such a school, and, after that age, at least four hours a-week.

"Sect. 242. No instruction is to be given in the evening after the factory work is over.

"Not more than one hour is to be devoted to instruction on Sundays.

"Sect. 243. The Factory Schools and the teachers employed are subject to the same regulations as all other private schools and private teachers.

"Sect. 244. The working time for children from 11 to 13 years must not exceed ten hours; for children from 13 until confirmation, twelve hours per diem, including the hours of instruction.

"In both cases during working time there must be an interval of two hours' rest.

"Sect. 245. From 9 P.M. till 5 A.M., as well as on Sundays and Fête-days, no schoolboys or girls shall be employed at work in the factories.

"Should press of work require an exception, special permission is to be procured from the President of the Commune School Board, who is immediately to inform the School Inspector of the District that he has done so."

St. Gall.

The following Law concerning children employed in factories was enacted August 18, 1853, the execution and application of which, according to the declaration of the Cantonal Government, has as yet met with no difficulties:—

"Article 1. No children shall be employed in manufactories, or any other similar establishments, before having gone through the regular primary or daily school instruction, and before their release from such, according to the school regulations of each creed.

"Art. 2. It is the duty of the owners (manufacturers) to allow the factory children the time necessary to attend the repetition school, either in the factory schools or in the regular day school; no child, however, shall be held to school work between 7 P.M. and 6 A.M.

"Art. 3. Children under 15 years shall not be set to work for more than twelve hours per diem, including the hours of instruction. An interval of one hour's rest is to be granted.

"Art. 4. Children under 15 years shall not be employed, under any circumstances, at extra hours or at night-work.

"Art. 5. Factory children not living with their parents, but in boarding-houses, are to be separated according to the sexes, and at night kept apart from other boarders.

"Art. 6. Corporal punishment or confinement of factory children by the owners or foremen is forbidden.

"Art. 7. No children under 15 years shall be sent to factories out of the Canton, unless evidence be produced by the President of the District to which the child belongs, that it will there be treated in all respects according to the provisions of this Law.

"Art. 8. Children who, at the time of the enactment of this Law, are not released from primary instruction, shall be taken out of the factories or similar establishments until the fulfilment of the conditions prescribed by Article 1.

"Art. 9. Owners of manufactories or their foremen rendering themselves guilty of a violation of this Law, shall be fined by the Common Council from 2 to 50 francs. In case of a repetition of the offence, or of any serious ill-treatment of children, the offender shall be handed over for punishment to the tribunals. The fines imposed by the Common Council fall to the Police Fund of each Commune.

"Art. 10. It is the duty of the police as well as of the parochial and school authorities to maintain the provisions of this Law."

Thurgovie.

The Executive Council of the Canton of Thurgovie, on the 22nd December, 1815, issued the following regulations relative to the "Instruction and Supervision of Children employed in Manufacturing Establishments":—

Section 1 provides that "neither factory work nor field or household work of the parents themselves must stand in the way of the school instruction of the children."

Section 4 of the Factory Law provides that "no children shall be sent to work more than twelve to fourteen hours a day, and in no case during the whole night or any portion of the night, or on Sundays."

The work is to commence in the summer not before 5, in the winter not before 6 A.M., and must not continue after 7 P.M. in the summer, nor after 8 P.M. in the winter. In each workshop of the factory a competent man must be appointed to superintend the moral conduct of the children. It is his duty to see that neither the children amongst themselves, nor the adults in their presence, do anything *contra bonos mores*, use improper language, or sing improper songs. The "Stillstand"* is authorized to visit the factories, enforce upon the overseers their duties, and to hold them responsible for their fulfilment. Those under age are not allowed to spend their wages arbitrarily, or to change their abode without permission, or to board elsewhere than with their parents, if they happen to be domiciled at the same place. If the parents are not domiciled in the manufacturing district, it is the duty of the Censor to see "that those who board such children supply the place of the parents." Should they not be deemed trustworthy, the Censor may assign to the children another boarding-house. These provisions apply also to children sent to factories out of the Canton.

The Government of the Canton of Thurgovie remarks that the execution of these regulations meets with no difficulties, and that up to the present time there was no need to make any changes.

Glarus.

A law was passed in the Canton of Glarus in 1848, regulating the work in the spinning-mills, on which the Cantonal Committee, in its Report of October 12, 1855, remarks that it has answered all the purposes required both as regards the manufacturers and work people, although it might be more strictly followed out than it is.

Article 1. Nightwork in the mills is allowed only and solely under the conditions prescribed in the following paragraphs:—

Art. 2. In all establishments in which the work continues uninterruptedly day and night, no workman shall be employed more than thirteen hours within the twenty-four during the day, nor more than eleven hours at night.

Art. 3. In all the mills, therefore, where day and nightwork is introduced, a complete change of the workman shall take place alternately within the twenty-four hours, so that those going to work at 6 A.M. shall be relieved at 7 P.M., and that these in their turn shall be relieved at 6 on the following morning.

Art. 4. Children bound to attend the daily school shall not be employed either day or night in the mills or similar establishments.

Art. 5. Children above twelve years, and released from attendance at the day school, but still bound to attend the course of religious instruction as well as the repetition school, may be employed at night, provided that such employment does not interfere with their education, and that they are not employed on nights preceding the usual day of attendance at the repetition school, or the religious instruction.

Art. 6. In the mills in which constant day and night work is not introduced, and where, therefore, the working time is fixed at indefinite hours, persons under 14 years shall not be employed for more than fourteen hours at the most, and persons above that age not more than fifteen hours at the most, including in both cases the dinner-hour.

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* The Communal Censor.

Art. 7. In all the mills throughout the Canton the machinery shall be stopped at 7 o'clock every Saturday evening; also on the evenings preceding Christmas, Ascension-day, and the "Fahrtsfest."* All hands shall be dismissed by 8 o'clock at the latest, and the establishments completely shut up.

Art. 8. Work shall not be resumed before 5 A.M. on Mondays, as well as on the day after the great festival-days mentioned in Art. 7.

Art. 9. All work in the mills during the prevailing south wind ("Foehn") is strictly forbidden.

Art. 10. It is the duty of all owners of mills to have in their establishments a sufficient number of overseers for the proper control of the fire regulations and morality.

Art. 11. For each infringement of this Law a fine is to be imposed of not less than 52½ francs and not more than 105 francs, half of which goes to the informer. In case of a repetition of the offence the fine may be doubled.

Art. 12. The Board of Police is required to look after the execution of this Law by the Commune authorities, and has the optional power at the same time to take any further measures deemed necessary.

Zurich.

Article 1. Children shall not be allowed to work in factories before their release from the daily school; as an exception, day-scholars above ten years may on repetition school days replace the repetition scholars in the factories. The Commune school authorities, however, are empowered to forbid individual day-scholars working in factories even on repetition school days, if the work proves injurious to the development of mind and body.

The Cantonal Government is empowered to determine the age, up to 16, at which children may be admitted to work in factories, in case the peculiar nature of the employment there adopted should endanger their good health or physical development.

Art. 2. As factories are to be considered all buildings where by water or steam-power, yarns, tissues, felted stuffs, inflammable materials, glass and crockery, and paper, are manufactured or worked up, as well as metallic works, foundries, and calico-printing establishments. The Cantonal Government may consider as manufactories any other branches of industry besides the above.

Art. 3. Each mill-owner is bound to allow the boys employed in his establishment to attend regularly at the public schools. Repetition scholars shall not be occupied in the manufactories before school time on the two weekly repetition school days.

Workmen desiring after their release from the public schools to improve themselves in a Mechanics Institution or in any higher school, shall be allowed every week the time necessary for such purpose.

Art. 4. The daily working time for children not released from religious instruction (*i.e.*, not having passed the 16th year) shall not exceed thirteen hours, and on Saturdays twelve hours; for day-scholars it shall never exceed five hours.

The working time shall be from 5 A.M. till 7 P.M., or from 6 A.M. till 8 P.M., or from 7 A.M. till 9 P.M. One hour at least shall be allowed for dinner. In manufactories where, besides the dinner-hour, twice a day half-an-hours' rest is introduced, a proportional (*i.e.*, one hour's) extension of the working time is allowed.

Under no condition shall such children be employed at night-work in the manufactories, viz., between 9 P.M. and 5 A.M., nor on Sundays and fête-days.

Art. 5. The owner (manufacturer) is bound to take the necessary measures both as regards the construction as well as the management of his establishment, with a view to securing the welfare and health of the work-people and the maintenance of order and morality in the factory.

For this purpose he is authorized to establish general rules, imposing fines for the violation of order and morals; such fines to be exclusively applied for the benefit of the work-people, and particularly towards relief-funds.

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* A national fête-day, annually celebrated in memory of the battle of Naefels, in which, in 1388, the Glarus militia defeated the superior Austrian forces.

No fines shall be imposed which are not allowed by the regulations of the establishment. Corporal punishment is forbidden.

Art. 6. The manufacturer shall submit, through the Prefect of his district, to the Department of the Interior for approval, the factory regulations as well as the statutes of the relief and saving funds which he intends to establish for his work-people.

Such regulations can only be approved if not contrary to justice and equity.

The Department of the Interior is, however, either at its own instance, or on complaints, competent to submit them to a new examination.

Art. 7. The regulations shall be posted in the workshops of the factory, and a copy of them given to each hand at the commencement of his employment.

Art. 8. Wherever not otherwise provided by the factory-regulations or by agreement, fourteen days' notice must be given before breaking a contract; when once an agreement has been come to, the manufacturer, on his side, can declare it null and void only in case of any gross violation of the regulations by the workman, who, on his side, can quit only in case of non-fulfilment by the employer of the contract, or of his having ill-treated the workman, or suffered him to be ill-treated.

Art. 9. Each manufacturer shall keep a regular list of the hands employed in his factory, as well as of the fines imposed by him, and of their application, and on demand he shall deliver it up for inspection to the competent authorities. The Department of the Interior prescribes the form in which such registers are to be kept.

Art. 10. The Cantonal Government provides for the periodical official inspection of all the manufactories.

Art. 11. Transgressions of this Law by any manufacturer or his representative, if not coming under the Penal Code, can be punished by the Prefects by a fine of from 10 to 50 francs, in aggravated cases of 200 francs; should even that prove ineffectual, particularly in case of repeated violation of the regulations for the protection of factory-children, the last-mentioned fine may either be donbled, or the offender handed over to the Tribunals for misdemeanor.

Art. 12. All provisions of former Laws, in contradiction to the present Law, and particularly the regulations of the Government of July 15, 1837, with regard to the employment of children in manufactories, are hereby revoked.

Since the above was written, the Grand Council of Argovie have passed a Police Law for the regulation of factory work.

According to this Law, the regulation time for children under 16 is limited to twelve hours, including the hours devoted to school instruction, till after confirmation.

No child under 13 can be employed in a factory.

The following general conclusions may be deduced from the foregoing statement:—

Zurich allows no child under 12 to be employed.

Exceptionally children of 10 may take the place of the repetition scholars when the latter have to attend at the school; in which case, however, they can only be worked five hours a-day. Children under 16 work thirteen hours, on Saturdays twelve, with one full hour's rest for dinner.

Schaffhausen allows children of 11 to be employed on condition that the mill-owners see that they attend at school until confirmation. Between the ages of 11 and 13 they work ten hours, and from 13 to 16 twelve hours. In both cases a full two hours' rest is granted, which reduces, of course, the factory work by so much.

St. Gallen allows no child who has not left the Primary School to be employed. Children under 15 work twelve hours, school hours inclusive. One hour's rest is given.

Thurgovie.—The minimum age is 12.

Glarus.—Children of 12 may be employed at night, under the conditions specified in Article 5. Those under 14 can be worked only fourteen hours. Above that age fifteen hours, including the dinner hour.

On comparing this with the system adopted in Prussia, France, and England, (I am now quoting from a Zurich report on this subject), it appears that, generally speaking, in Prussia, the minimum age is 12; working time, under 14, six hours; from the 14th to the 16th year ten hours, with one hour's rest.

France.—The minimum age is 8; from the 8th to the 12th year, eight hours work. General working time, twelve hours.

England.—No child under 8 is employed. Between 6 A.M. and 6 P.M. children between 8 and 12 can be employed, the working time never to exceed six hours and a-half. On Saturdays they break off at two.

In the year 1857 a Commission was appointed by the Canton of Zurich to make inquiries into the manufacturing system, with a view to ascertain the number and sex of children employed under and above 16, the maximum and the minimum of the wages paid, and the number of working hours, &c. Blank formulas to this effect were made out and requested to be filled up. The inquiries, however, created a vast-deal of opposition, so that the object the Commission had in view was but imperfectly attained. The reason alleged was that the manufacturer could not afford the time necessary for such an inquiry, the real reason being that they were afraid, if they allowed it to be known what wages they paid away, they would be giving a clue to the income-tax gatherer to increase his demands.

Defective as the Report professes to be in this respect, still it contains a great deal of very useful information.

It appears that children are employed by the cotton spinners, woollen manufacturers, calico printers and dyers, paper manufacturers and printers, iron founders and machine manufacturers, lucifer-match makers, carpet, horse-hair plaiting and cigar manufacturers, silk factories, stoneware and porcelain manufacturers.

Of the seventy-nine *cotton-spinners* named individually, one employs 300 work people, including children under 16. In this establishment there are 120 men and 123 women, 37 boys and 15 girls under 16. Several employ from 100 to 200 people, and the rest in various smaller proportions. Through the whole list the minimum day's pay seems to be 50 centimes, and the maximum 4 francs 50 centimes.

In the *calico printing* works the limit seems to be 140 hands. One red-dye establishment employs as many 426 hands. The wages in the first vary from 30 centimes to 3 francs 30 centimes; in the second from 50 centimes to 3 francs.

In the *paper manufactories* the wages vary from 60 centimes to 2 francs 30 centimes. One driven by machinery employs 169 hands. The *printers'* wages are paid weekly from 3 francs 30 centimes up to 13 francs 30 centimes for adults.

The large *machine manufactory* of Escher and Wyss employs 972 hands, including 39 boys under 16. Wages vary from 80 centimes to 7 francs.

The wages of the *porcelain* and *stoneware makers* vary from 60 centimes to 2 francs 50 centimes.

The *lucifer-match makers* give their hands from 50 centimes to 1 franc 50 centimes.

The *horse-hair plaiters*, *carpet*, and *cigar makers'* wages vary from 45 centimes to 2 francs 50 centimes.

In the establishments for the making of *floret silk*, *silk thread*, and *ribbons*, more hands are oftener employed outside than inside the factories. One has 333 employed in the factory and 370 outside. One has 500 outside and only 52 inside, and so on. The wages are from 30 centimes up to 4 francs. According to some statistics published in 1855 by the Zurich Commissioner on the large *silk-weaving* establishments, the total number of hands employed, including foremen, amount to 32,862, and the wages paid away to 8,291,406 francs. In conclusion, every factory has its sick relief-fund and a savings bank for the workmen. The principles upon which the first are managed vary in each factory. In one, every hand above 19 has to pay an entrance fee of 6 francs, and, under 19, 3 francs. A fortnightly contribution of 30 centimes if above 19, and 15 centimes if under, is exacted from him, and, after three months' time, he is then entitled to a support of 4 francs a-week if above 19, and 2 francs if under; in the second year he gets 3 francs, and in the third year 2 francs, up to the time of his convalescence. Should he die, his funeral expenses are paid by the mill-owner. Each factory has generally its savings' bank, conducted on the voluntary or compulsory principle, according to the dictates of the mill-owner. In those factories where the system is compulsory, the following arrangement is generally adopted. A deduction of 2½ per cent. is made from the workman's pay semi-annually, and deposited in his name in the bank. As an encouragement to induce him to economize, the mill-owner adds, out of his own pocket, 10 per cent. on the sum deposited. When the workman wishes to draw out his money, he must give fourteen days' notice. Where the system is voluntary, the workman is invited to deposit what he likes of his savings, and, as an inducement to do so, the millowner engages to add, from his own funds, at the end of the year, 20 per cent. on the sum deposited; the whole to bear interest at 5 per cent.

(Signed) J. HUME BURNLEY.

Berne, January 25, 1862.

FINANCE of the Swiss Confederation for 1860.

REVENUE.

	Francs	c.	Francs	c.
A.—Interest from real property	47,305	26		
B.—Capital at interest	265,864	13		
			313,169	39
Interest on floating capital and loans	..		105,432	62
A.—Gross receipts from the Customs	7,765,925	55		
B.—Ditto ditto Post Office	6,916,911	56		
C.—Ditto ditto Telegraphs	488,286	20		
D.—Ditto ditto Powder	1,175,412	69		
E.—Ditto ditto Percussion caps	50,033	60		
F.—Ditto ditto Mint	4,584,607	98		
G.—Ditto ditto Telegraphic workshop	131,786	84		
H.—Ditto ditto Polytechnic School	25,198	81		
			21,138,163	23
Chancery receipts	8,484	50		
Military Department	115,441	53		
Judicial Department	4,875	00		
			128,801	3
Total Revenue	..		21,685,566	27

EXPENDITURE.

	Francs	c.	Francs	c.
Interest on debt	..		354,567	29
National Council	126,276	00		
States Council	5,890	00		
Federal Council	61,000	00		
Federal Tribunal	10,159	84		
Federal Chancery	151,137	17		
Pensions	28,722	61		
			383,185	62
Departments.				
Political Department	156,146	40		
Home "	239,925	87		
Military "	22,332	55		
Financial "	41,924	86		
Customs	..			
Justice and Police	29,186	94		
			489,516	62
Administrations.				
Military Administration	3,698,419	33		
Customs "	3,482,755	97		
Postal "	6,916,911	56		
Telegraph "	439,856	77		
Powder "	1,174,042	54		
Percussion caps	49,680	94		
Mint	4,584,607	98		
Telegraphic workshop	122,712	89		
Polytechnic School	217,198	81		
			20,688,186	79
Unforeseen expenses	..		310	00
Total Expenditure	..		21,913,766	32

The revenues of the Confederation for 1860 amount to 21,685,566 francs 27 centimes, and the expenses to 21,913,766 francs 32 centimes, leaving a deficit of 228,200 francs 5 centimes.

The receipts have been in excess of the estimation in the Budget by 719,566 francs 27 centimes, and the expenses by 793,154 francs 47 centimes.

The fortune of the Confederation has suffered a diminution of 47,114 francs 70 centimes, which reduces the total amount at the end of 1860 to 8,315,693 francs 64 centimes.

In my last financial Report the Revenue for 1859 was stated to be 18,999,538 francs 55 centimes, and the expenditure 19,698,235 francs 82 centimes. The receipts of 1860 have increased thus by 2,686,027 francs 72 centimes, and the expenditure by 2,215,530 francs 50 centimes.

Debts.

The 5 per cent. debt of 5,400,000 francs is now paid off, and a yearly instalment of 250,000 francs on the loan of 4,500,000 francs at 4½ per cent., leaving 4,250,000 francs, which, at this rate of liquidation, will be cancelled in twelve years. The Confederation has no other debts, which, it will be remembered, I mentioned had been contracted during the Neufchâtel conflict.

I now pass to the details of the account, where they present any particular interest.

Customs.

The gross sum received from import dues amounts to 7,268,911 francs 5 centimes, from export dues to 408,030 francs 33 centimes, and from transit dues to 41,669 francs 21 centimes. As compared with 1859 there has been an increase of 361,819 francs 29 centimes.

The expenditure amounts to 3,482,755 francs 97 centimes. From this has to be deducted the indemnity paid to the Cantons, 2,467,689 francs 36 centimes; the keeping the St. Gotthard clear of snow, 41,379 francs 71 centimes; and various other items, amounting in all to 2,624,527 francs 44 centimes; leaving a balance of Administrative expenses of 858,228 francs 53 centimes, or 11 per cent. on the gross receipts.

Post.

The receipts from travellers amount to 1,979,640 francs 26 centimes; from letters to 2,973,079 francs 9 centimes; and from newspapers to 162,968 francs 84 centimes: in the aggregate to 5,115,688 francs 19 centimes, or, compared with 1859, a decrease of 53,692 francs 68 centimes.

The postal receipts suffer very much by the railways. In 1856 the amount by travellers was nearly double what it was in 1860.

Expenses have risen in proportion. The average annual cost for feeding a horse in 1853 was 1,275 francs 45 centimes, whilst in 1860 it was 1,584 francs 77 centimes, or 309 francs 32 centimes per horse more. The same may be said with regard to the price of cloth, which it appears has risen in price 17 per cent.

In 1860, 8,553,552 postage stamps were sold and 24,997,332 letters expedited, which is in the proportion of 10 for every inhabitant.

Telegraphs.

The receipts were less in 1860 than in 1859 by 21,714 francs, notwithstanding a general increase of despatches. This anomaly is to be accounted for by the fact that in January 1860 an arrangement was concluded with Sardinia relative to the application to Lombardy of the Telegraphic Treaty of Berne. In consequence of this all telegrams in transit through Swiss territory from France to Lombardy, and *vice versâ*, were reduced one-half, from 3 francs to 1 franc 50 centimes, for the simple despatch of twenty words. This was the only remedy, in order to keep the transit of telegrams in Swiss hands. It will be seen that the sacrifice for the present is considerable, when I state that in 1859, for the 27,027 telegrams which passed in transit, 83,396 francs were received; and for 26,297 telegrams in 1860, 52,726 francs, or a diminution of 30,670 francs.

Mint.

The constantly-increasing dearth of silver coin induced the Federal Assembly to pass a law authorizing the Government to strike and put into immediate circulation a sum of 5,000,000 francs.

Accordingly 4,500,000 of 2-franc, 1-franc, 20-centime, and 10-centime pieces were issued to the public during the year.

Political Department.

The expenses of this Department—the Foreign Office of the Confederation—have increased by 62,000 francs, occasioned by the necessity Switzerland was under of accrediting various Commissioners, such as M. de la Rive and M. Dapples, to the Courts of Europe, in order to plead her cause in the Savoy question.

Home Department.

This Department has now under its direction the Statistical Bureau and the Board of Public Works, formerly included in the expense of the Postal Department. The total put down amounts to 237,725 francs: of this sum 21,772 francs go to various Swiss Charitable Associations abroad, as well as to Agricultural and Historical Societies, and to Societies of Naturalists and Fine Arts. A further sum of 55,000 francs has been paid for the Brunig road, which was opened up to traffic in the summer of this year.

Military Department.

The total expenses of the Department amount to 3,720,751 francs. In 1859 they were 3,966,857 francs, being thus a diminution of 246,106 francs.

The Savoy question necessitated a rather long occupation of Geneva, and cost the Swiss 1,089,787 francs: a like occupation of the Tessin and Valais during the Italian war cost 1,500,000 francs.

The annual review of troops this year at Argovie cost 233,020 francs. The total effective force of all arms amounted to 7,240 men, and the military manœuvre occupied six days. The credit of 150,000 francs allowed for these reviews is considered to be altogether too small a sum.

The simple military expenses of the Confederation, without taking into account the expenses of the Department, may be analyzed as follows:—

	Francs	c.
Pure military expenses in 1860	2,601,352	59
Occupation of the frontier at Geneva	1,097,066	74
Total	3,698,419	33

	Francs	c.
Pure military expenses in 1859	2,522,302	64
Occupation of the Tessin and Valais frontier	1,431,742	42
Total	3,954,045	06

Diminution of expenses in 1860, 255,625 francs 75 centimes.

Commercial.

It is too early as yet to appreciate the effects of the American crisis on Swiss commerce. We must wait until the year is well advanced to judge, as the Commercial Tables for eleven months of the past year do not show that disturbance which Switzerland, like every other country, must have felt in all its industrial branches. A short time ago there was a talk of working half-time in the factories of Zurich, but I do not hear that anything definitive has been decided on.

In the meantime I beg to give the Federal Commercial Returns of the most important items for the eleven months of 1861, as compared with those of 1859 and 1860:—

IMPORTS.

	11 Months.		
	1859.	1860.	1861.
Cattle	193,446	192,399	201,538
Goods rated by the quintal:—	Quintals.	Quintals.	Quintals.
Cotton, raw	232,498	311,141	280,556
Malleable iron	135,192	170,171	168,816
Cast iron	46,417	55,580	40,758
Corn	2,108,765	2,812,430	2,978,918
Coffee	129,587	120,182	141,991
Flour	258,548	469,795	297,158
Raw silk	19,615	20,545	19,590
Wine	675,848	500,413	668,590
Sugar	196,614	175,004	192,520

EXPORTS.

	11 Months.		
	1859.	1860.	1861.
Cattle	88,779	84,864	78,837
Goods rated by the quintal:—	Quintals.	Quintals.	Quintals.
Cotton-yarn and twist..	18,375	23,930	19,306
Cotton goods	136,532	153,336	149,665
Cheese	128,143	136,655	153,640
Machinery	53,972	42,592	60,844
Silk goods	28,950	25,817	25,430
Straw goods..	3,036	3,869	2,822
Watches	2,241	1,557	1,318
Absynth	7,767	8,588	5,668

TRANSIT TRADE.

	11 Months.		
	1859.	1860.	1861.
Cattle	86,284	88,859	90,938
	Quintals.	Quintals.	Quintals.
Goods rated by the quintal	428,775	633,775	738,409

Manufacture of Cheese in Berne.

The Canton of Berne has about 400 cheese-manufactories, where, on an average, about 250 cwt. each, or, altogether, 100,000 cwt., are made. Taking the market price of the article at 62 francs, this amount shows a value of 6,200,000 francs. According to the Federal Commercial Tables for the last eight months, 90,173 cwt. were exported, and the export is still increasing, notwithstanding the rise in the Tariff of Southern Germany from 2 florins 30 kreutzers to 6 florins 25 kreutzers. In 1810 the export was 10,000 cwt.; in 1825, 20,000 cwt. According to some recent Statistical Returns, it appears that the price of cheese has been progressively increasing every ten years. In 1811 the cost of a cwt. was from 40 to 54 francs; in 1820, from 32 to 50 francs; in 1830, from 41 to 59 francs; in 1840, between 38 and 60 francs; in 1850, between 43 and 70 francs; and last year the price varied between 64 and 70 francs. It is generally considered that this price ought not to be exceeded, as it may have the contrary effect of diminishing the consumption, and inducing foreign countries to seek for a cheaper substitute.

(Signed) J. HUME BURNLEY.

Prussia.

Mr. Lowther, Her Majesty's Secretary of Legation, to Lord A. Loftus.

My Lord, *Berlin, January* 23, 1862.

I HAVE the honour to make to you my Report for the second half-year of 1861, as contained in the following inclosures:—

General statistics of the Kingdom of Prussia;
Produce of the harvest in Prussia in 1861;
Wool sold, and prices paid for it in 1861;
Cultivation of the vine in Prussia in 1859;
Cultivation of tobacco in Prussia in 1860;
Amount of the Prussian Commercial Navy;
Statistics relative to the Elementary Mechanics' Schools in Prussia;
Imports and exports of goods to and from Berlin;
Results of the traffic upon Prussian telegraph lines in 1860;
Business done at Prussian savings banks in 1860;
Mines, foundries, and salt-works in Prussia;
Receipts of the Zollverein from 1848 to 1860;
Receipts of the Zollverein during three quarters of 1861, and a comparison of the receipts during the same period in 1860;
Receipts from dues on beet-root sugar;
Receipts from dues on brandy;
Average prices at Prussian towns of grain and potatoes during 1861.

I have, &c.
(Signed) WILLIAM LOWTHER.

Inclosure.

Report.

Statistics of the Kingdom of Prussia.

THE Kingdom of Prussia, on the accession of King Frederick William IV, extended over 5,082·57 square miles (one German mile being equal to 4¾ English miles), and contained in the first year of his reign a population of 14,928,501 souls; since then there have been added to it, in 1850, the country of Hohenzollern (21·16 square miles), and Jadegebeit (0·7 square miles). On the ascension of King William the Kingdom extended over 5,103·80 square miles.

A census is taken every three years, at the beginning of December, according to the stipulations of the Zollverein Treaty, and the following were the results from 1840 to 1858:—

1840	14,928,501	1852	16,935,420
1843	15,471,084	1855	17,202,831
1846	16,112,938	1858	17,739,913
1849	16,331,187		

The last census shows an increase of 537,082, or 3·12 per cent. It is to be remarked that Prussia is the fifth in rank of the Great European Powers, as regards extent of territory. Russia extends over 100,429·46; Austria over 11,752·22; France over 9,619·80; Great Britain over 5,749·94; Prussia, 5,103·80 square miles.

Two of the eight provinces of which Prussia is composed, do not belong to the German Confederation; thus the Confederate population of Prussia amounted at the end of 1858 to 13,578,258, while the Confederate population of Austria in 1857 was 12,900,919.

The Kingdom of Prussia consists of 8 provinces, 994 towns, and 335 rural districts; there were, in 1858, 5,250,124 inhabitants in the towns, and 14,487,779 in the rural districts; the municipal population has increased 0·72, which is the same degree in which the rural population has decreased; 9,822 persons emigrated, and 3,462 immigrated; there were 730,170 children born, of which 61,596 were natural children; in 1856 there were 625,792 born, of which 45,939 were natural children, and in 1857, 703,540, of which 54,260 were natural children. In 1858 there were 519,728 deaths. Of the total population, there were 8,837,012 males, and 8,902,901 females, showing an excess of 65,889 females over males of the ages from 17 to 32, and from 46 upwards, a much larger proportion of men over 40 die than women.

There were 10,848,510 Evangelicals, 6,618,978 Roman Catholics, 1,331 of the Greek faith; 14,052 Mennonites (of which 8,618 were in the Regency of Danzig); 14,608 Freethinkers and German Catholics; 17 Mahometans; 3 Heathens, and 242,416 Jews. During the years 1856 to 1858 the Jews increased 3·49, the Roman Catholics 3·13, the Evangelicals 3·12 per cent.

The greater part of the Jews are in the Regencies of Posen, Bromberg, Marienwerder, Oppeln, and Berlin. The greater part of the Mennonites are in the Regency of Danzig; the greater part of the Freethinkers or German Catholics are in the Regency of Liegnitz; there are none in the Regencies of Stralsund, Münster, Cologne, and Aix-la-Chapelle. Of the 23,388 prisoners confined in the 40 prisons of the Kingdom, only 264 were Jews at the end of December 1859.

It is reckoned there are 3,501,393 children who go to school, from the ages of 6 to 24; this is 19·74 per cent. Of people capable of military service, there were (*a*), belonging to the standing army, from 20 to 24 years of age, 778,454, or 8·30 per cent.; (*b*) belonging to the reserve, and the first call of Landwehr, from 25 to 32 years of age, 1,077,958, or 12·23 per cent.; (*c*) belonging to the second call, from 33 to 39, 872,174, or 9·87 per cent.

The military population was 202,673, of which 794 were Jews. There were 13,297 deaf and dumb, 7,391 males and 5,906 females; 10,205 blind, 5,283 males 4,923 females. Of the total population there were 2,400,074 who spoke a foreign language, and 15,339,838 who spoke German as their language; thus the proportion was 86·47 German to 13·53 per cent. non-German. Austria has a population of 36,000,000, of which about 8,000,000 are Germans; the non-German population is about 78 per cent. The following statistics relative to the extent, population, and religion of the provinces of Prussia and of the Regencies, are taken from official sources, and, unless specially mentioned, refer to the year 1858, the Reports for July 1861 not having yet been delivered.

I. *Province of Prussia.*

Extent, 1,178·03 square miles. Population in 1855, 2,636,766; in 1858, 2,744,000: in the towns, 593,122; in the rural districts, 2,151,278. Increase as compared with 1855, 107,734, or 4·08 per cent., of which there were 1,963,306 Evangelicals, 729,962 Roman Catholics, 1,178 Greeks, 12,515 Mennonites, 1,648 Freethinkers, 1 Mahometan, 35,888 Jews.

1. *Regency of Königsberg.*—Extent, 408·13 square miles. Population in 1855, 901,603; in 1858, 938,059: in 48 towns, 245,588; in rural districts, 692,471. Evangelicals, 741,493; Roman Catholics, 188,639; Greeks, 29; Mennonites, 217; Freethinkers, 371; Jews, 7,310.

2. *Regency of Gumbinnen.*—Extent, 298·21 square miles. Population in 1855, 640,831; in 1858, 670,783: in 19 towns, 593,011; and 77,872 in rural districts. Evangelicals, 656,261; Roman Catholics, 9,702; Greeks, 1,139; Mennonites, 762; Freethinkers, 248; Jews, 2,679.

3. *Regency of Danzig.*— Extent, 125·28 square miles. Population in 1855, 435,896; in 1858, 453,626: in 11 towns, 134,855; in rural districts, 318,771. Evangelicals, 231,753; Roman Catholics, 205,961; Greeks, 3; Mennonites, 8,618; Freethinkers, 905; Jews, 6,386.

4. *Regency of Marienwerder.*—Extent, 319·41 square miles. Population in 1855, 658,436; in 1858, 682,032: in the 43 towns, 140,007; in the rural districts, 542,025. Evangelicals, 333,800; Roman Catholics, 325,660; Greeks, 7; Mennonites, 2,918; Freethinkers, 134; Jews, 19,481.

The Province of Prussia sends 54 Members to the House of Deputies.

II. *Province of Posen.*

Extent, 536·21 square miles. Population in 1855, 1,392,636; in 1858, 1,417,155: in the 145 towns, 378,110; in the rural districts, 1,039,045 (showing an increase since 1855 of 24,519, or 1·76 per cent.) Evangelicals, 464,593; Roman Catholics, 880,072; Greeks, 12; Mennonites, 3; Freethinkers, 277; Jews, 72,198, of whom 123 soldiers.

5. *Regency of Posen.*—Extent, 321·38 square miles. Population in 1855, 909,551; in 1858, 918,222: in 91 towns, 258,346; in rural districts, 659,876. Evangelicals, 261,287; Roman Catholics, 608,851; Greeks, 11; Mennonite, 1; Freethinkers, 165; Jews, 47,907.

6. *Regency of Bromberg.*—Extent, 214·83 square miles. Population in 1855, 483,085; in 1858, 489,938: in the 54 towns, 119,764; in the rural districts, 379,169. Evangelicals, 203,306; Roman Catholics, 271,221; Greek, 1; Mennonites, 2; Freethinkers, 112; Jews, 24,291.

The Province of Posen sends 29 Members to the House of Deputies.

III. *Province of Brandenburg.*

Extent, 734·14 square miles. Population in 1855, 2,254,305; in 1858, 2,329,996: in 139 towns, 1,063,420: in rural districts, 1,266,576 (increase since 1855, 75,691, or 3·36 per cent.) Evangelicals, 2,258,929; Roman Catholics, 41,205; Greeks, 97; Turks, 12; Mennonites, 25; Freethinkers, 2,481; Jews, 27,247.

The town of Berlin in 1855 extended over 1·27 square mile, and had, in 1855, 447,483 inhabitants; in 1858, 458,637; and in 1859, 466,423 inhabitants, including soldiers. On the 1st of January, 1861, its population was much increased, but the details of this increase are wanting. Of the population in 1858, 438,961 were Civil, and 19,676 Military; 421,645 Evangelicals; 19,075 Roman Catholics; 12 Turks; 69 Greeks; 13 Mennonites; 2,332 Freethinkers; 15,491 Jews. There were born 8,495 boys and 8,093 girls, in all 16,588, of whom 2,512 were born out of wedlock. There were married 4,707 pair. There died 12,726 people.

The town of Berlin sends 9 Members to the Diet.

7. *Regency of Potsdam.*—Extent, exclusive of Berlin, 381·24 square miles. Population in 1855, 896,168; in 1858, 933,700: in rural districts, 614,039; in 71 towns, 319,661. Evangelicals, 919,353; Roman Catholics, 9,479; Greeks, 22; Mennonite, 1; Freethinkers, 92; Jews, 4,841.

8. *Presidency of Frankfort-on-the-Oder.*—Extent, 351·63 square miles. Population in 1855, 910,654; in 1858, 937,659: in 67 towns, 285,122; in the rural districts, 652,537. Evangelicals, 918,029; Roman Catholics, 12,651; Greeks, 6; Mennonites, 11; Freethinkers, 57; Jews, 6,915.

The Province of Brandenburg (besides Berlin) sends 36 Deputies to the Diet.

IV. Province of Pomerania.

Extent, 576·72 square miles. Population in 1855, 1,288,964; in 1858, 1,328,381: in the 72 towns, 387,735; in the rural districts, 940,646 (increase as compared to 1855, 39,417, or 3·06 per cent.), of whom 1,302,808 Evangelicals, 13,375 Roman Catholics, 1 Turk, 13 Greeks, 26 Mennonites, 2,121 Freethinkers, 12,037 Jews.

9. *Regency of Stettin.*—Extent, 238·61 square miles. Population in 1855, 606,409; in 1858, 623,729: in 35 towns, 207,258; in rural districts, 416,471; of whom 612,817 Evangelicals, 4,114 Roman Catholics, 1 Turk, 8 Greeks, 23 Mennonites, 434 Freethinkers, 6,332 Jews.

10. *Regency of Köslin.*—Extent, 258·43 square miles. Population in 1855, 484,127; in 1858, 501,546: in 23 towns, 107,214; in rural districts, 394,332; of whom 487,854 Evangelicals, 7,522 Roman Catholics, 5 Greeks, 2 Mennonites, 687 Freethinkers, 5,476 Jews.

11. *Regency of Stralsund.*—Extent, 79·68 square miles. Population in 1855, 198,428; in 1858, 203,106: in the 14 towns, 73,263; in the rural districts, 129,843; of whom 202,137 Evangelicals, 739 Roman Catholics, 1 Mennonite, 229 Jews; no Freethinkers or German Catholics.

The Province of Pomerania sends 26 Members to the Chamber.

V. Province of Silesia.

Extent, 741·74 square miles. Population in 1855, 3,182,496; in 1858, 3,296,613: in 143 towns, 687,045; in rural districts, 2,582,568 (increase as compared to 1855, 87,117, or 2·74 per cent.); of whom 1,632,026 Evangelicals, 1,593,743 Roman Catholics, 8 Greeks, 8 Mennonites, 3 Heathens, 4,780 Freethinkers, 39,045 Jews.

12. *Regency of Breslau.*—Extent, 248·14 square miles. Population in 1855, 1,227,009; in 1858, 1,249,149: in 56 towns, 321,145; in rural districts, 928,004; of whom 737,325 Evangelicals, 495,946 Roman Catholics, 6 Greeks, 7 Mennonites 1,051 Freethinkers, 141,814 Jews.

13. *Regency of Liegnitz.*—Extent, 250·54 square miles. Population in 1855, 941,104; in 1858, 942,801: in 48 towns, 202 105; in rural districts, 740,696; of whom 789,603 Evangelicals, 145,274 Roman Catholics, 2 Greeks, 3 Heathens, 1 Mennonite, 3,716 Freethinkers, 4,202 Jews.

14. *Regency of Oppeln.*—Extent, 243·06 square miles. Population in 1855, 1,014,383; in 1858, 1,077,663: in 39 towns, 163,795; in the rural districts, 913,868; of whom 105,098 Evangelicals, 952,523 Roman Catholics, 13 Freethinkers, 20,029 Jews.

Silesia sends 65 Deputies to the Diet.

VI. Province of Saxony.

Extent, 460·63 square miles. Population in 1855, 1,861,535; in 1858, 1,910,062: in 142 towns, 703,673; in the rural districts, 1,206,646 (increase since 1855, 48,527, or 2·61 per cent.); of whom 1,784,319 Evangelicals, 116,465 Roman Catholics, 1 Greek, 1 Mennonite, 2,762 Freethinkers, 5,514 Jews.

15. *Regency of Magdeburg.*—Extent, 210·13 square miles. Population in 1855, 727,052; in 1858, 749,808: in 50 towns, 292,633; in rural districts, 457,175; of whom 727,501 Evangelicals, 17,348 Roman Catholics, 1 Greek, 1,808 Freethinkers, 3,150 Jews.

16. *Regency of Merseburg.*—Extent, 188·76 square miles. Population in 1855, 781,947; in 1858, 806,124: in 70 towns, 283,778; in rural districts, 522,346; of whom 800,931 Evangelicals, 3,842 Roman Catholics, 465 Freethinkers, 886 Jews.

17. *Regency of Erfurt.*—Extent, 61·74 square miles. Population in 1855, 352,536; in 1858, 354,130: in 22 towns, 127,262; in rural districts, 226,868; of whom 255,887 Evangelicals, 96,375 Roman Catholics, 1 Mennonite, 489 Freethinkers, 1,478 Jews.

The Province of Saxony sends 34 Deputies to the Diet.

VII. Province of Westphalia.

Extent, 367·96 square miles. Population in 1855, 1,527,252; in 1858, 1,566,441: in 99 towns, 390,382; in rural districts, 1,176,059 (increase since 1855, 39,189, or

2·57 per cent.); of whom 685,750 Evangelicals, 863,738 Roman Catholics, 1 Greek, 155 Mennonites, 697 Freethinkers, 16,099 Jews.

18. *Regency of Münster.*—Extent, 132·17 square miles. Population in 1855, 433,837; in 1858, 436,085: in 28 towns, 95,084; in rural districts, 341,001; of whom 40,243 Evangelicals, 392,352 Roman Catholics, 38 Mennonites, 3,452 Jews.

19. *Regency of Minden.*—Extent, 95·68 square miles. Population in 1855, 462,503; in 1858, 460,105: in the 27 towns, 99,358; in rural districts, 360,747; of whom, 268,226 Evangelicals, 185,232 Roman Catholics, 1 Greek, 70 Mennonites, 427 Freethinkers, 6,149 Jews. The decrease in the population of this Regency from 1855 to 1858 of 0·52 per cent. is stated by the local authorities to be caused by the emigration to America, and by large numbers of day labourers having gone to neighbouring States. In three years 8,405 persons emigrated.

Westphalia sends 31 Deputies to the Diet.

VIII. Rhine Province.

Extent, 487·14 square miles. Population in 1855, 2,995,334; in 1858, 3,108,672: in 128 towns, 1,018,480, in the rural districts, 1,988,149; and in Luxemburg, Mayence, and Frankfort-on-the-Maine, 12,043 (increase since 1855, 113,338, or 3·78 per cent.); of whom 747,139 Evangelicals, 2,313,924 Roman Catholics, 1,317 Mennonites, 840 Freethinkers, 33,388 Jews.

21. *Regency of Cologne.*—Extent, 72·10 square miles. Population in 1855, 523,684; in 1858, 545,891: in 13 towns, 171,835; in rural districts, 374,056; of whom 78,424 Evangelicals, 460,495 Roman Catholics, 3 Greeks, 7 Mennonites, 6,963 Jews.

22. *Regency of Dusseldorf.*—Extent, 98·32 square miles. Population in 1855, 1,007,570; in 1858, 1,062,546: in 63 towns, 550,746; in rural districts, 511,800; of whom 413,201 Evangelicals, 638,348 Roman Catholics, 16 Greeks, 692 Mennonites, 722 Freethinkers, 9,297 Jews.

23. *Regency of Coblence.*—Extent, 109·64 square miles. Population in 1855, 516,322; in 1858, 518,373: in 26 towns, 110,093; in rural districts, 408,280; of whom 164,885 Evangelicals, 344,450 Roman Catholics, 2 Greeks, 214 Mennonites, 104 Freethinkers, 8,718 Jews.

24. *Regency of Trèves.*—Extent, 131·13 square miles. Population in 1855, 511,406; in 1858, 523,156: in 11 towns, 59,412; in rural districts, 463,744; of whom 76,252 Evangelicals, 441,399 Roman Catholics, 133 Mennonites, 14 Freethinkers, 5,358 Jews.

25. *Regency of Aix-la-Chapelle.*—Extent, 75·65 square miles. Population in 1855, 436,352; in 1858, 446,663: in 15 towns, 125,494; in rural districts, 321,169; of whom 14,378 Evangelicals, 429,232 Roman Catholics, 1 Mennonite, 3,052 Jews. The Rhenish Province sends 62 Deputies to the Diet.

States of Hohenzollern.

26. *Regency of Sigmaringen.*—Extent, 21·15 square miles. Population in 1855, 63,316; in 1858, 54,235: of whom, 223 military; Evangelicals, 1,154; Roman Catholics, 62,132; Jews, 949.

Jade-Gebiet is 0·25 square mile in extent, and contains 858 souls, of whom 792 Evangelicals and 66 Roman Catholics.

The Constitution.

The form of government in Prussia is monarchical, but limited by the Constitution of 31st January, 1850, and sworn to by His Majesty King Frederick William IV on the 6th February, 1850. According to the Constitution the person of the King is inviolable; the law-giving power is exercised by His Majesty and the Diet in common; the executive power belongs to him alone. He names and dismisses the Ministers, summons the Diet, opens or prorogues their sittings, and can dissolve the House of Deputies, but he cannot dissolve the First Chamber. He has chief command of the whole army, and makes the nominations to the posts in the army as well as to the other branches of the Government, and can declare war, make peace, and enter into Treaties with foreign Governments. He can also diminish punishments and can pardon; he can also confer decorations. The crown is hereditary in the male line. The King is of age at 18 (the other Princes are of age at 24), and he can govern, having taken a vow before the Diet that he will maintain the Constitution entire, and that he will govern in conformity with its stipulations and the laws of the country. If the King is not of age, or is prevented from governing, his nearest male relation assumes the Regency, and has to take the above oath before the summoned Diet.

The Ministers have to countersign every act of the King's connected with the Government. Under extraordinary circumstances the King can issue Ordinances which have the validity of Laws, but which must afterwards be sanctioned by the Diet.

The Ministers are responsible, but there exists no law on the subject. The Diet chosen, according to Electoral Laws, from the people, is employed in giving its assent with regard to the formation of laws and on the subject of finance. It consists of the "Herrenhaus" (House of Lords), which cannot be dissolved, and consists of Princes of the Royal House whom the King chooses to name, of members with hereditary rights, and of members chosen for their life. The members of the Second Chamber are 352 in number, and are elected for three years.

The Council of the State ("Staats Rath") consists, according to a Decree of 1817, of Royal Princes who have attained the age of 18, of servants of the State who are members of it by their office, and of such people as have by their merits deserved a seat and voice in it. Its importance ceased in 1848, and it was not re-assembled till 1854. It has now no functions, and has not been summoned for two years.

From the Council of State there is formed a Court for the decision of disputes between the Courts of Justice and the administrative officers, consisting of a President and nine members of the Council of State, whose names are submitted to the King by the President.

The Ministry of the State is charged with all matters connected with the administration of the State, presided over by Prince Hohenzollern since 1858. In the absence of the President the senior Minister takes his place. On extraordinary occasions His Majesty presides. The Crown Prince usually attends the Councils.

The Ministry consists of the President; of the Minister, M. d'Anerswald, who has no portfolio; of the Minister of Trade and Public Works, Von der Heydt; of the Minister of Agricultural Affairs, Count Pückler; of the Minister of Finance, M. de Patow; of the Minister of Spiritual, Educational, and Medical Affairs, Von Bethmann Hollweg; of the Minister of the Interior, Count Schwerin; of the Minister of War and Marine, General Von Roon; of the Minister of Justice, Von Bernuth; of the Minister for Foreign Affairs, Count Bernstorff. Every Minister, besides being lodged, receives yearly 10,000 dollars. There are attached to the Ministry two reporting Counsellors.

The Ministry for Trade, Commerce, and Public Works, is divided into seven Departments:—

1. General Post Office, which has a Director and is subdivided again into four divisions:—(1) Telegraphs, (2) Post Office in Hamburgh, (3) Post Office in Berlin, including the expedition of newspapers and the three Railroad Post Offices, (4) the chief Post Offices in the provinces.

2. Administration of affairs connected with railroads.

3. Administration of affairs connected with building on land, water, and roads.

4. For trade and commerce, which is subdivided again under the following eight heads:—

(1.) Technical Committee for Trade.
(2.) Technical Institution for Trade.
(3.) School of Design.
(4.) Normal Stamp Committee.
(5.) Manufacture of china, which produces a clear profit of 20,000 dollars yearly.
(6.) Manufacture of earthenware, which produces a clear profit of 9,600 dollars yearly.
(7.) Schools of Navigation.
(8.) The Beuth-Schinkel Museum.

5. Administration of Mines, Foundries, and Saline Works.

Ministry of Finance.—1. Department for the Administration of Taxes, which is ubdivided into:—

(1.) The Chief Stamp Office.
(2.) The Succession Stamp Office.
(3.) The Chief Office for Duty on Foreign Goods.
(4.) Chief Office for Duties on Home Goods.
(5.) Chief Office for Direct Taxes.

(6.) Committee for the Classified Income Tax.

The Prussian Government has, moreover, Agents who act as Plenipotentiaries in the States forming the Zollverein; these are in Munich, Dresden, Hanover, Carlsruhe, Cassel, Wiesbaden, and Frankfort-on-the-Maine.

There are, moreover, nine Provincial Tax Directories.

2. For affairs connected with the receipt and payment of public money; subdivided into:—

(1.) General Lottery Directory.

(2.) The Mint. The amount of money issued from the Mint is, for 1861, the following:—(1.) Gold crowns, 100,000; in $\frac{1}{2}$ gold crowns, 9,100 (1,000,083 thalers 3 silvergroschen). (2.) In $\frac{2}{1}$ Vereins thalers, 100,000; (3.) In $\frac{1}{1}$ thalers, Vereins thalers 2,450,000 thalers; Mansfelder thalers, 50,000 thalers; (4.) In $\frac{1}{6}$ thalers, 100,000 thalers; (5.) In $\frac{1}{12}$ thalers, 180,000; (6.) In silvergroschen, 70,000 thalers; in $\frac{1}{2}$ silvergroschen, 10,000 thalers; (7.) In copper money of 4 pfennings, 4,000; of 3 pfennings, 14,000; of 2 pfennings, 8,000; of 1 pfenning, 14,000 thalers. Total 4,000,083 thalers 10 silvergroschen, equal to about 600,012*l.*

(3.) The General Directory of the Common Widows' Fund.

(4.) The Privy Ministerial Archives.

3. Department for Domains and Forests.

There is also under the Ministry of Finance the Maritime Commercial Company and the Royal Loan Office.

There is also under the direction of the Minister of Finance, although it has a certain degree of independence from him, the Department called the Chief Administration of the State Debts, which is composed of members chosen from members of both Chambers of the Diet.

The National or State debt of Prussia was:—

DEBT BEARING INTEREST.

	End of 1858.			End of 1859.		
	Thalers	sgr.	pf.	Thalers	sgr.	pf.
a. GENERAL.						
1. National Debt Papers	90,538,600	0	0	87,916,000	0	0
2. Free Loan from 1848	6,219,940	0	0	5,825,440	0	0
3. Loan from 1850	16,272,100	0	0	16,010,100	0	0
4. Loan from 1852	14,700,200	0	0	14,478,200	0	0
5. Loan from 1853	4,710,700	0	0	4,644,100	0	0
6. Loan from 1854	14,336,500	0	0	14,153,500	0	0
7. Premium Loan of 1855	14,380,000	0	0	14,080,000	0	0
8. Second Loan of 1855	7,552,200	0	0	7,461,400	0	0
9. Loan of 1856	16,280,600	0	0	16,165,000	0	0
10. Loan of 1857	7,680,000	0	0	7,680,000	0	0
11. First Loan of 1859	..			30,000,000	0	0
12. Second Loan of 1859	..			3,933,900	0	0
13. Securities	7,494,903	28	9	7,736,420	10	5
14. Demand for Soldiers' Widows' Fund	890,400	0	0	890,400	0	0
b. PROVINCIAL.						
1. Share of the State in War Debts of the Kurmark.	1,631,821	0	0	1,574,724	0	0
2. Share of State in War Debt of the Neumark ..	305,107	0	0	294,551	0	0
3. Saxon Central Debts	2,526,506	0	0	2,390,645	0	0
4. Reserve for yet unknown claims	467,860	11	7	467,860	11	7
1. Shares and calls of the Lower Silesian and Mark Railway	18,405,500	0	0	18,267,887	15	0
2. Shares of Münster and Hamm Railway ..	1,383,900	0	0	1,382,700	0	0
Total	225,776,838	10	4	255,352,528	7	0
Debt not bearing interest	15,842,347	0	0	15,842,347	0	0
Total of National Debt ..	241,619,185	10	4	271,194,875	7	0

	Thalers	sgr.	pf.
There was paid off in 1859	4,599,726	15	0
Ditto 1860	4,735,278	15	0

In 1860 there was the remainder of the second loan of 1859, 6,400,000 thalers; so that at the end of 1860 the debt bearing interest was 265,195,229 thalers 11 silvergroschen 7 pfennings; the sum total of the National Debt was 281,037,576 thalers 11 silvergroschen 7 pfennings.

The State Treasury was formerly administered by the Chancellor of the State, and latterly by a Ministry formed for that purpose, which continued till 1848.

From 1820 up to June 1840 there were paid into the State Treasury 24,400,000 thalers, and on the accession of King Frederick William IV there were in it 12,000,000 thalers. From June 1840 to the end of 1847 there were received into the Treasury 9,860,000 thalers; at the end of 1848 it contained 6,500,000 thalers; at the end of 1849, 3,500,000; and at the end of 1853, 3,254,221 thalers. In May 1848 it was decided the Ministry for the Treasury should cease to exist, and the management of it was handed over to the President of the Ministry and the Minister of Finance; and by a Resolution of the Second Chamber it was decided that the amount of the State Treasury should cease to be made public, and that it would be sufficient if the Committee for the Budget received full information on the subject from the Government.

The Ministry for Agricultural Affairs was first formed in 1848; first in connection with the Ministry of Commerce, and then independent.

The Ministry of Religion, Education, and Medical Affairs is divided into four Departments:—

1. For matters relating to the Evangelical Church.
2. For matters relating to the Roman Catholic Church.
3. For matters relating to education.
4. For medical affairs.

According to official reports of 1858 there were of Evangelical churches—mother churches, 5,362 ("Mutterkirchen"); filial churches, 2,963 ("Tochterkirchen"); places of meeting for worship (not parishes), 982; and 1 chapel. The Roman Catholics had 4,050 mother churches, 1,267 filial churches, 2,419 places of meeting for worship. The Greeks had 4 churches, the Mennonites 30, the Jews 985 temples, the Freethinkers 25 places of assembly.

The Universities of Prussia are at:—

1. Greifswald, founded in 1456.
2. Halle, to which is added Wittenberg; the latter founded in 1502, the former in 1694; they were united in 1817.
3. Breslau, to which is added Frankfort; the latter founded in 1506, the former in 1702; they were united in 1811.
4 Königsberg, founded in 1544.
5. Berlin, founded in 1810.
6. Bonn, founded in 1818.
7. Münster, newly organized in 1833.
8. Paderborn has also a philosophical and theological institution.

Gymnasia and Superior Educational Establishments.—Of these the Province of Prussia contains 21, the Province of Brandenburg 39, the Province of Silesia 21 (of which 5 are Roman Catholic), the Province of Posen 10, the Province of Saxony 21, the Province of Westphalia 20 (of which 12 are Roman Catholic), the Rhenish Provinces 36 (of which 17 are Roman Catholic), Hohenzollern 1 (which is Roman Catholic).

The Universities receive contributions from the State to the following amount:—

	Dollars.		Dollars.
Greifswald	1,200	Berlin	179,890
Halle and Wittenberg.. ..	61,465	Bonn	115,830
Breslau	85,803	Münster	2,250
Königsberg..	84,422	Paderborn	2,131

Schools where languages, arts, and sciences are taught, are, of the first-class, at Königsberg (2), Tilsit, Thorn, Danzig (2), Elbing, Posen, Rawicz, Meseritz, Bromberg, Fraustadt, Breslau (2), Görlitz, Grünberg, Stettin, Berlin (5), Brandenburg, Potsdam, Prenzlau, Küstrin, Wittstock, Magdeburg, Erfurt, Münster, Minden, Lippstadt, Cologne, Düsseldorf, Elberfeld, Rheydt, Mülheim, and Treves. There are similar schools of the second class at Memel, Wehlau, Insterberg, Grandenz, Culm, Perleberg, Burg, Neisse, Landeshut, Greifswald, Stralsund, Berlin, Frankfort, Lübben, Aschersleben, Halberstadt, Nordhausen, Halle, Torgau, Hagen, Crefeld, Duisburg, Aix-la-Chapelle. The State makes a contribution to these schools of 236,689½ dollars. Seminaries with masters there are 48, to which the State contributes 147,871½ dollars. According to official reports made in 1858 (and there are none for a later date) there were:—

1. Elementary schools, 24,923; with 28,369 fixed employés, 2,637 helping teachers, and 2,426 female teachers; there were educated 1,376,278 boys, 1,342,794 girls.

2. Middle schools for boys, 314; with 1,016 masters, and 142 helping teachers; 46,282 pupils.

3. Schools for girls, 294; with 747 teachers, 438 helping teachers, 153 schoolmistresses, 107 helping mistresses, 49,197 female pupils.

4. Higher burgher schools, 101; with 671 teachers, 290 helping teachers, 22,040 pupils.

5. Progymnasia, 33; with 158 teachers, 67 helping teachers, 3,346 pupils.

6. Gymnasia, 134; with 1,408 teachers, 467 helping teachers, 38,700 pupils.

7. Seminaries, 55; with 3,037 pupils.

8. Private elementary schools, 791; with 22,893 boys, and 23,336 girls.

9. Higher private schools for boys, 151; with 6,255 pupils; for girls 282, with 19,469 pupils.

10. Provincial trade and art schools, 73.

11. Mechanics educational schools, 300.

12. Establishments for care of little children, 403.

There were 25 establishments for the education of deaf and dumb, and 9 for the education of the blind.

The Ministry of the Interior has under its direction the Statistical Bureau and the Meteorological Institute; and the Police Presidency of Berlin, the establishments for the punishment of criminals and the larger central prisons.

At the end of December 1859 the total amount of prisoners was 23,388, of whom 14,319 were Evangelicals, 8,802 Roman Catholics, 264 Jews, 3 of other persuasions.

The expenditure for establishments of punishment, correction, and imprisonment was 2,100,468 thalers ordinary expenses; for extraordinary expenses 30,000 thalers.

The Ministry of War.—On the accession of His Majesty King William I in 1861 he changed the organization of the Prussian army. The army is now divided in the following manner:—1 corps of guards and 8 corps d'armée; the former is in 3 divisions, the latter in 2 divisions; of these 19 divisions 3 are divided again into 2 brigades, and 16 into 3 brigades. The General commanding a corps d'armée receives 4,000 dollars pay, 5,000 dollars additional for service, furnished lodgings, and firing; a Commander of a division receives 4,000 dollars pay, 1,200 dollars additional for service, furnished lodgings, and firing; the Commander of a brigade receives 3,000 dollars pay, and 300 dollars additional for service.

Corps of Guards, Berlin:—1st division of Guards, Infantry, Berlin; 2nd division of Guards, Infantry, Potsdam; 3rd division of Guards, Cavalry, Berlin.

1st Corps d'Armée, Königsberg:—1st division, Königsberg; 2nd division, Danzig.

2nd Corps d'Armée, Stettin:—3rd division, Stettin; 4th division, Bromberg.

3rd Corps d'Armée, Berlin:—5th division, Frankfort-on-Oder; 6th division, Brandenburg.

4th Corps d'Armée, Magdeburg:—7th division, Magdeburg; 8th division, Erfurt.

5th Corps d'Armée, Posen:—9th division, Glogau; 10th division, Posen.

6th Corps d'Armée, Breslau:—11th division, Breslau; 12th division, Neisse.

7th Corps d'Armée, Münster:—13th division, Münster; 14th division, Düsseldorf.

8th Corps d'Armée, Coblence:—15th division, Cologne; 16th division, Treves.

Governments and Commandantships in residences and places without fortresses:—Berlin, Breslau, Potsdam, Memel, Swinemünde, and Frankfort-on-the-Oder.

Fortresses of the first class:—Luxemburg, Mayence, Rastatt (the Commandant is named by Prussia for five years, and by Austria for five years), Stettin, Cologne, Danzig, Königsberg, Magdeburg, Posen, Coblence, and Ehrenbreitstein. The fortresses of the second class are, Thorn, Torgau, Minden, Colberg, Stralsund, Erfurt, Glogau, Glatz, Neisse, Wesel, and Saarlouis. The fortresses of the third class are, Wittenberg, Cosel, Küstrin, Grandenz, Pillau, Schweidnitz, Spandau, and Weichselmünde.

Generals and Lieutenant-Generals receive 4,000 dollars pay, and service-money in addition; Major-Generals 3,000 dollars pay, and service-money; Commanders of regiments receive from 2,500 to 2,600 dollars; Commanders of battalions from 1,800 to 1,900 dollars.

Of Infantry the cost of the 1st Regiment of Guards, is 167,362 thalers 27 silvergroschen; of 2nd Regiment of Guards, 142,694 thalers 15 silvergroschen; of Emperor Alexander, Emperor Franz, and Fusileer Guards regiment, each, 131,318 thalers 15 silvergroschen; of the 3rd and 4th Regiment of Guards, and of the 3rd and 4th Regiment of Grenadier Guards, each, 94,444 thalers 6 silvergroschen; of battalion of Rifles Guards, 39,591 thalers 27 silvergroschen; of Rifles Guards, 37,041 thalers 27 silvergroschen; of 1st Infantry Regiment of the Line, 105,582 thalers; of 31 Regiments of the Line, 3,273,042 thalers; of 1 Fusileer Regiment, 105,582 thalers; of 7 Fusileer Regiments, 739,094 thalers; of 1 Infantry Regiment of the Line, 95,424 thalers 24 silvergroschen; of 31 Regiments of Infantry, 2,958,168 thalers 24 silvergroschen; 1st battalion of Chasseurs, 35,931 thalers 27 silvergroschen; of 9 other battalions of Chasseurs, 251,523 thalers 9 silvergroschen.

Cavalry:—the cost of the regiment of Garde du Corps is 78,479 thalers 3 silvergroschen; of Cuirassiers of the Guard, 52,474 thalers 18 silvergroschen; of 1 Regiment of Dragoon Guards, and Regiment of Hussars Guards, each 52,204 thalers 12 silvergroschen; of 2 Regiments of Dragoons Guards 49,192 thalers 12 silvergroschen; of 1st, 2nd, and 3rd Regiments of Lancers Guards, each 49,179 thalers 12 silvergroschen; of 8 Cuirassier Regiments of the Line, each 49,031 thalers 18 silvergroschen; of 4 Dragoon Regiments of the Line, each 48,774 thalers 12 silvergroschen; of 4 Dragoon Regiments of the Line of 5 squadrons, and of 4 Hussar Regiments of the Line of 5 squadrons, each 59,239 thalers 12 silvergroschen; of 12 Regiments of Lancers, each 48,761 thalers 12 silvergroschen.

Artillery: the cost of a Brigade of Artillery Guards is 188,711 thalers 13 silvergroschen; of the 2nd, 5th, and 6th Brigades, each 187,957 thalers 30 silvergroschen; of the 1st, 4th, and 7th Brigades, each 218,647 thalers 22 silvergroschen; of the 3rd Brigade, 220,559 thalers 7 silvergroschen; of the 8th Brigade, 220,204 thalers 22 silvergroschen; of the 9 pioneer battalions, each 24,612 thalers 15 silvergroschen.

The pay of the troops for 1861 was 14,193,795 Prussian thalers.

Marine Ministry.—By a Cabinet Order of 16th April, 1861, the Marine Ministry formed part of the Ministry of War. His Royal Highness Prince Adalbert of Prussia is at the head of the Marine Department. He has the rank of a General of Infantry, and receives 7,000 thalers pay. The Budget for this Department is 2,116,928 thalers.

Ministry of Justice.—To this Ministry belongs the highest Court of Law in the kingdom, the Upper Tribunal ("Ober Tribunal"), which consists of five Civil Senates and one Senate for criminal affairs.

There belongs also to this Ministry the Committee for the Examination of Law Candidates ("Immediat Justiz-Examinations Commission"), which consists of eight members. It had the examination in 1859 of 441 candidates for the third Juridical examination, of whom 203 did not pass.

The Prussian Kingdom has 89 Courts with juries; in the Province of Brandenburg, 13; Pomerania, 9; Prussia, 19; Silesia, 14; Posen, 7; Saxony, 8; Westphalia, 10; Rhenish Provinces, 9. In 1859 they tried 3,853 causes. There were 5,192 defendants, of whom 3,083 were Evangelicals, 2,024 Roman Catholics, 82 Jews, 3 Freethinkers: total, 4,471 males, and 721 females.

Ministry for Foreign Affairs.—Chief, Count Bernstorff, who receives, besides his salary and free lodging, 6,000 dollars representation money. The Under-Secretary receives 4,500 dollars. There are 2 Directors of Departments, and 7 Reporting Counsellors, who receive in all 21,800 thalers. There are 29 posts of Ministers and Ministers Resident, and 19 Paid Consulates.

Post.	Salary.	House-rent.	Post.	Salary.	House-rent.
	Thalers.	Thalers.		Thalers.	Thalers.
Athens	7,000		London	25,000	8,000
Brussels	13,000		Madrid..	15,000	
Carlsruhe..	8,000		Mexico	11,400	
Cassel Lippe, Detmold, and Waldeck	8,000		Munich	10,000	
			Naples (vacant)	10,000	
Constantinople ..	16,000	5,600	Paris	25,000	Lodging free.
Copenhagen	10,000		St. Petersburgh	25,000	8,000
Darmstadt and Nassau ..	4,000		Rio de Janeiro (vacant) ..	8,400	
Dresden	9,000		Rome	10,000	Lodging free.
Frankfort..	18,000	3,000	Switzerland	10,000	
The Hague	14,000		Stockholm .. .	11,000	
			Stuttgardt	8,000	
Hamburgh and two Mecklenburgs	6,000		Turin	10,000	1,000
			Washington	18,000	
Hanover and various small States	10,000		Weimar	4,000	
Lisbon	10,000		Vienna..	20,000	4,000

The Paid Consulates are :—

	Thalers.
Alexandria	5,000
Belgrade	4,000
Beyrout	3,000
Bucharest	6,000
Chili	8,400
Copenhagen	3,500
Galatz	2,000
Hamburgh	1,500*
Jassy	4,000
Jerusalem	3,000

	Thalers.
London	1,800
Madrid	6,000
Central America	8,400
New York	1,500*
Persia	12,000
La Plata	8,400
Smyrna	2,600
Trebizond	3,100
Warsaw	6,000

There are 27 foreign Legations in Berlin.

Prussian Bank.—The Trusteeship of the Bank belongs to the President of the Ministry, to the Ministers of Commerce, of Finance, and of Justice, and one Privy Counsellor.

The Upper Chamber of Accounts for the revision of all accounts belonging to the State, consists of 1 President, 2 Directors, 10 Counsellors, 42 Revisers, and 9 Calculators.

Budget of Prussia for 1861.

RECEIPTS.

	Thalers.
I. Ministry of Finance :—	
Domains	5,007,620
Forests	6,020,340
Sale of domains and forest lands	800,000
Central administration of above	1,802
Direct taxes	29,176,657
Indirect Taxes	36,239,724
Salt monopoly	8,732,648
Lottery	1,340,400
Company for maritime commerce	300,000
Prussian bank	1,146,000
Mint	227,076
General Administration of accounts	2,197,046
II. Ministry of Commerce, Trade, and Public Works :—	
Post Office	11,453,800
Telegraphs	805,400
Administration for Public Works, &c.	310,630
Mines, foundries, and saline works	11,822,488
Railroads	10,843,737
III. Ministry of Justice :—	
Law expenses, fines, &c.	10,022,492
IV. Ministry of the Interior	694,604
V. Ministry of Agriculture	1,342,292
VI. Ministry of Public Instruction	95,987
VII. Ministry of War	369,382
VIII. Ministry of Marine	19,937
IX. Ministry for Foreign Affairs	12,196
Territory of Hohenzollern	242,286

EXPENDITURE.

	Thalers.
I. Ministry of Finance :—	
Domain	810,670
Forests	3,155,340
Central Administration of Domains, Forests, &c.	70,740
Direct taxes	1,185,926
Indirect taxes	3,431,702
Salt monopoly	3,009,800
Lottery	24,500
Institution of Sea Trade	57,940
Mint	227,076
II. Ministry of Trade, Commerce, and Public Works :—	
Post Office	9,803,900
Telegraphs	600,910
China Manufactory in Berlin	137,500
Earthenware manufactory in Berlin	74,900
Mines, foundries, and salaries	9,087,497
Railways	8,375,049
Dotations	
Advance to Royal Entail Fund	500,000
Public Debt	15,477,701
Two Chambers forming the Diet, Upper 40,060 thalers, Lower 201,614 thalers	241,674
I. Administration of the State	270,790
II. Ministry for Foreign Affairs	889,220
III. Ministry of Finance	6,762,970
IV. Ministry of Trade, Commerce, &c.	5,577,404
V. Ministry of Justice	11.295,043
VI. Ministry of the Interior	5,449,787
VII. Ministry of Agriculture	1,983,675
VIII. Ministry of Education, &c.	3,925,283
IX. Ministry of War	34,930,337
X. Marine Ministry	968,928

	Thalers.
Total of Expenses in 1861	129,522,185
Total of Expenditure in 1861	124,874,378

EXTRAORDINARY EXPENDITURE.

	Thalers.
Foreign Affairs	10,000
Finance	557,331
Commerce and Industry	1,679,750
Justice	220,000
Interior	125,097
Agriculture	294,000
Education and Religion	370,207
War	5,430,767
Marine	1,145,000
Hohenzollern	18,000
Total Extraordinary Expenses of 1861	9,805,152
Ditto ditto 1860	5,740,877

	Thalers.
Total of Expenses of 1861	139,327,337
Total of Expenses of 1860	130,615,255

The Expenses of 1861 exceed the Receipts by 3,985,636 thalers.

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* Allowed for Bureau Expenses.

(No. 1.)—PRODUCE of the Harvest in Prussia in 1861, in each Province.

	Prussia.	Posen.	Pomerania.	Brandenburg.	Silesia.	Saxony.	Westphalia.	Rhine Provinces.	Hohenzollern.	Average.
Grain :—										
Wheat	1·01	1·07	0·93	1·02	1·05	0·89	0·77	0·85	0·99	0·95
Rye	0·97	0·84	0·85	0·84	0·85	0·79	0·73	0·75	0·55	0·80
Barley	0·97	0·81	0·91	0·97	1·02	0·90	0·88	0·89	1·04	0·93
Oats	0·97	0·91	0·95	1·04	1·00	1·01	1·00	1·03	1·02	0·99
Peas	0·81	0·83	0·86	0·96	0·94	0·84	0·68	0·85	0·95	0·86
Buckwheat	0·84	0·55	0·86	0·84	0·76	0·96	1·11	0·95	0·83	0·86
Potatoes	0·79	0·93	0·49	0·68	0·90	0·63	0·34	0·51	0·71	0·66
Rape	0·78	0·72	0·80	0·73	0·79	0·79	0·88	0·76	0·38	0·74
Sweet turnips	0·96	0·77	0·77	0·95	0·86	0·82	0·94	0·77	1·05	0·87
Turnips and cabbages	0·89	0·60	0·77	0·86	0·91	0·85	0·89	0·88	0·88	0·84
Lupins	0·83	0·65	0·78	0·82	0·57	0·79	1·00	..	..	0·78
Straw :—										
Wheat	0·93	1·04	0·92	1·06	1·06	0·96	0·94	0·90	0·86	0·96
Rye	0·89	0·93	0·86	1·03	0·88	0·87	0·91	0·84	0·60	0·87
Barley	0·92	0·82	0·90	0·99	1·01	0·94	0·94	0·92	1·01	0·94
Oats	0·93	0·92	0·99	1·09	1·13	1·05	1·04	0·85	1·03	1·00
Peas	0·86	0·79	0·88	0·97	0·94	0·84	0·69	0·84	0·87	0·85
Buckwheat	0·84	0·67	0·88	0·94	0·77	1·04	1·05	0·94	1·00	0·90

AVERAGE of the Produce of the Harvests in the above Provinces (exclusive of Hohenzollern) during the last Ten Years.

	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	Average for Ten Years.
Wheat	0·99	0·85	0·99	0·61	0·94	1·02	0·73	0·89	0·97	0·95	0·89
Rye	0·89	0·84	0·98	0·66	1·00	1·01	0·83	0·77	0·99	0·80	0·88
Barley	0·82	0·88	0·99	0·95	1·00	0·73	0·65	0·70	0·92	0·93	0·86
Oats	0·77	0·91	1·04	0·98	1·04	0·61	0·62	0·83	1·05	0·99	0·88
Peas	0·81	0·70	0·92	0·67	1·05	0·44	0·37	0·72	0·89	0·86	0·74
Potatoes	0·75	0·57	0·56	0·61	0·82	0·95	0·90	0·81	0·58	0·66	0·72
Rape seed	..	..	..	..	..	..	..	..	0·93	0·74	
Sweet turnips	..	..	..	..	..	..	..	..	0·95	0·87	
Lupins	..	..	..	..	..	..	..	..	..	0·78	

(No. 2.)—ABSTRACT of the Wool sold, and of the Prices paid, at the Prussian Wool Markets in 1861.

	There were sold.					Prices per Centner.			
	Extra Fine Wool.	Fine Wool.	Middling Wool.	Ordinary Wool.	Total.	Extra Fine Wool.	Fine Wool.	Middling Wool.	Ordinary Wool.
	Centners.	Centners.	Centners.	Centners.	Centners.	Rth.	Rth.	Rth.	Rth.
1. Berlin	3,500	18,000	38,000	15,396	74,896	88 to 100	80 to 87	65 to 79	45 64
2. Breslau	3,000	16,000	24,000	8,000	51,000	110 118	98 105	78 93	48 75
3. Coblence	13	81	1,028	..	1,122	67½	61	49	
4. Königsberg	..	4,150	1,500	..	5,650	..	75 to 94	68 to 73	
5. Landsberg	..	4,200	5,800	1,400	11,400	..	78 88	67 77	48 64
6. Magdeburg	..	..	610	41	651	..	..	65 72	40 50
7. Mühlhausen	..	540	279	217	1,027	..	65 72	63 65	50 55
8. Paderborn	340	476	1,542	493	2,851	75 81	68 75	44 50	36 40
9. Posen	345	9,353	7,707	511	17,916	90 92	86 90	66 80	50 60
10. Stettin	375	5,884	8,088	671	15,018	86 90	79 85	61 78½	40 60
11. Stralsund	..	..	6,507	..	6,507	..	..	70 74	
12. Dusseldorf	30	100	420	514	1,060	100	60 70	48 56	36 45
13. Elbing	..	..	200	..	200	..	..	70 74	
14. Bromberg	..	..	150	..	150	..	..	60 80	

(No. 3.)—ABSTRACT of the Cultivation of the Vine in the Kingdom of Prussia in 1859.

	Extent of Ground Cultivated.		Produce, including House Consumption Free of Duty.	
	Morgen	Square ruthe.	Eimers	quarts.
A.—Province of the Rhine—				
In Class I	150	48	275	29
Class II	1,250	147	3,064	33
Class III	9,147	55	34,962	54
Class IV	15,312	20	91,076	28
Class V	11,608	82	89,435	52
Class VI	8,987	153	69,060	55
Total	46,456	145	287,876	11
Of which—				
On the Moselle	22,219	170	168,295	17
On the Rhine	10,648	124	35,583	57
Elsewhere	13,588	31	83,996	57
Total	46,456	145	287,876	11
B.—Province of Saxony, including Thuringia ..	3,164	113	14,171	7
C.—Brandenburg	4,447	176	12,870	22
D.—Silesia	5,347	172	39,568	59
E.—Posen	859	115	3,464	11
Total in the Kingdom of Prussia ..	60,277	1	357,950	50

(No. 4.)—SUMMARY of the Cultivation of Tobacco in the Kingdom of Prussia, in 1860.

Provinces.	Extent of Land employed in cultivating Tobacco.													
	Class of Duty and Amount of Land in each Class.										Extent of Land not subject to Tax.		Total Amount of Land employed for Cultivation of Tobacco.	
	Class I.		Class II.		Class III.		Class IV.		Total Extent.					
	Mor.	ru.	Mor.	ru.	Mor.	ru.	Mor.	ru.	Mor.	ru.	Mor.	ru.	Mor.	ru.
East Prussia ..	..		10	99	293	73	38	73	342	65	624	18	966	83
West Prussia ..	..		46	131	1,571	39	35	116	1,653	106	152	151	1,806	77
Posen	..		15	142	1,199	40	21	173	1,236	175	235	68	1,472	63
Pomerania	..		4,020	88	777	54	152	32	4,949	174	297	132	5,247	126
Silesia	..		..		1,791	24	255	80	2,046	104	159	91	2,206	15
Brandenburg ..	..		6.076	1	1,899	11	541	13	8,516	25	307	143	8,823	168
Saxony	283	127	2,233	177	370	103	19	70	2,907	117	22	130	2,930	67
Westphalia ..	29	152	20	42	0	12	..		50	26	0	59	50	85
Rhine	1,150	25	559	18	46	128	7	143	1,763	134	17	20	1,780	154
Total ..	1,463	124	12,982	158	7,948	124	1,071	160	23,467	26	1,817	92	25,284	118

This calculation is made in Morgens and square Ruthe: 1 Morgen is equal to 1·52 acre; Ruthe is a perch.

(No. 5.)—AMOUNT of the Prussian Commercial Fleet, 1860.

(A.)—NUMBER OF SEA-GOING VESSELS.

Regency.	Harbours.	No. of Ships.	Steamers.	No. of Crew.	No. of Lasts.
1. Königsberg.. ..	Memel	85	5	988	18,100
	Pillau	8	..	81	1,351
	Braunsberg	2	..	19	273
	Königsberg	24	3	259	4,073
	Total	119	8	1,347	23,497
2. Dantzic	Elbing	8	2	90	1,500
	Dantzic	117	8	1,635	29,913
	Total	125	10	1,725	31,413

Regency.	Harbours.	No. of Ships.	Steamers.	No. of Crew.	No. of Lasts.
3. Stettin	Kammin	5	1	36	458
	Stettin	175	25	1,809	27,407
	Anklam	14	1	97	1,605
	Demmin	4	..	32	747
	Swinemünde	79	..	507	8,157
	Ueckermunde	48	..	497	8,127
	Total	325	27	2,978	46,501
4. Köslin	Stolpmünde	17	..	152	2,417
	Colberg	23	..	241	4,161
	Rügenwalde	22	..	208	3,325
	Total	62	..	601	9,903
5. Stralsund	Rügen District	51	..	180	2,028
	Barth	116	..	1,064	17,900
	Greifswald	45	..	456	7,150
	Wieck	6	..	21	233
	Stralsund	146	1	1,245	18,210
	Wolgast	46	2	398	5,448
	Franzburg District	3	..	11	84
	Total	413	3	3,375	51,053
	Grand Total	1,044	48	10,026	162,667

(B.)—VESSELS ENGAGED IN COASTING TRADE.

Regency.	Harbours.	No. of Ships.	Steamers.	No. of Crew.	No. of Lasts.
1. Königsberg	Memel	4	..	12	50
	Pillau	3	..	10	52
	Königsberg	3	3	18	102
	Total	10	3	40	204
2. Dantzic	Elbing	7	6	39	130
	Dantzic	5	2	18	68
	Total	12	8	57	198
3. Stettin	Treptow (Deep)	1	..	2	11
	Ueckermunde	66	..	160	832
	Anklam	14	..	34	196
	Demmin	10	..	20	133
	Swinemünde	74	..	167	899
	Kammin	21	1	46	198
	Stettin	20	6	69	361
	Total	206	7	498	2,630
4. Köslin	Stolpmünde	28	..	90	442
	Colberg	40	..	95	476½
	Rügenwalde	18	..	51	256
	Total	86	..	236	1,174½
5. Stralsund	Lassan	9	..	18	95
	Loitz	1	..	2	16
	Damgarten	3	..	6	32
	District Rügen	62	1	140	823
	" Grimmen	5	..	10	39
	" Greifswald	31	..	65	509
	" Franzburg	167	..	371	1,914
	" Stralsund	12	..	32	160
	" Wolgast	29	..	60	417
	" Greifswald	8	..	16	43
	" Barth	10	1	28	183
	Total	337	2	748	4,251
	Grand Total	651	20	1,579	8,457½

(No. 6.)—AMOUNT of Mechanics Elementary Schools in Prussia, and Number of Pupils, in 1860.

Regency.	Schools.	Pupils.	Regency.	Schools.	Pupils.
Königsberg	47	2,968	Bromberg	2	499
Gumbinnen	10	866	Magdeburg	12	590
Marienwerder	2	312	Merseburg	15	790
Dantzic	2	112	Erfurt	12	1,169
Stettin	3	59	Münster	14	780
Köslin	7	671	Minden	7	576
Stralsund	1	108	Arnsberg	76	4,029
Berlin	3	1,257	Coblence	6	385
Potsdam	9	667	Cologne	11	1,030
Frankfort	6	516	Dusseldorf	24	2,095
Breslau	29	2,295	Aix-la-Chapelle	4	646
Liegnitz	14	1,374	Treves	3	231
Oppeln	2	444	Sigmaringen	2	126
Posen	4	221	Total	327	24,816

(No. 7.)—THE following figures show the Export and Import of Provisions and Cargoes which were forwarded to and from Berlin during the Year 1860.

1. Trade of the Berlin and Anhalt Railway—

	Centners.
a. Import—	
Imported into Berlin	914,819
Transported on branch railways	423,203
Total indirect goods	1,338,022
And 69,336 head of cattle.	
Direct goods	368,049
Great total	1,706,071

	Centners.
b. Export—	
Exported from Berlin	1,618,045
Transported on branch railways	300,855
Total indirect goods	2,030,174
And 78,527 head of cattle.	
Direct goods	573,996
Great total	2,604,170

2. Trade of the Berlin, Potsdam, and Magdeburg Line—

	Centners.	Cattle.
Import—		
In North German trade	909,702	1,453
In South German trade	59,432	..
Total	969,134	1,453
In local trade	639,814	2,474

	Centners.	Cattle.
Export—		
In North German trade	568,923	9,021
In Central German trade	92,802	..
Total	661,725	9,021
In local trade	601,188	5,769

3. Berlin and Hamburgh Railway—

	Centners.
Import—	
Local goods	1,040,463
Goods in transit	919,500
Total	1,959,963

	Centners.
Export—	
Local goods	695,203
Goods in transit	629,746
Total	1,324,949

(No. 8.)—*Results of the Traffic upon the Prussian State Telegraphs during* 1860.

At the beginning of 1860 the extent of Prussian State telegraph lines in use was (exclusive of the short lines to the Royal Palaces of Charlottenburg, Sans Souci, and Babelsberg) 979·8 geographical miles, and the total extent of the wires on these lines was 2,710·9 geographical miles.

In the course of 1860 the Prussian telegraphic lines increased 58·3 geographical miles, and the extent of the wires increased to 277·3 miles.

The extent of lines and of wire which was in use in January 1861 may be seen from the following Table:—

	Length of Line.	Length of Wire.
	Geographical Miles.	Geographical Miles.
District of the Central Station, Berlin. ..	1·9	23·8
Berlin, Hamburgh, Lübeck line	45·0	175·8
Berlin and Herbesthal line..	194·5	748·3
Berlin, Frankfort A/M, and Saarbrück line ..	281·6	686·9
Berlin and Oderberg	217·1	575·3
Berlin, Eydtkuhnen, and Polagen [?] ..	298·0	778·0
Total	1,038·1	2,988·2

There were on the 1st January, 1861, in use 120 stations, of which 17 were of the first class, 44 of the second, and 57 of the third.

In 1860 the length of the lines increased 6 per cent., of the wires 10·2 per cent., and the number of the stations 9·1 per cent. At the end of 1860 there were at these stations 494 Morse apparatus and 8 finger apparatus employed; the business was transacted by 16 superior officials, 83 telegraphic secretaries, 217 upper telegraphers, 191 telegraphers, and 88 messengers.

The transmission of despatches in 1860 on the Prussian telegraphic lines was in proportion to the increase of the lines and stations. The total amount of despatches delivered increased from 349,997 to 384,335, therefore 9·8 per cent.

The total amount of despatches sent and received (exclusive of the transit correspondence) was for the year 1860, 778,903, or 9·45 per cent. higher than in 1859, when the number was 711,656. Of this total of despatches received and sent, 154,872, or 19·88 per cent., fall to the share of the central station at Berlin. Eleven other stations, Hamburgh, Stettin, Breslau, Cologne, Frankfort on the Maine, Königsberg, Magdeburg, Leipsic, Dantzic, Memel, and Lubeck, forwarded more than 11,000 despatches, and represent 45·75 per cent. of the whole correspondence. At fourteen stations, between 5,000 and 10,000 despatches were forwarded. There falls to the share of twenty-six of the most frequented stations more than 78½ per cent. of the total traffic.

The total amount of despatches has, in comparison with the former year, increased 9·45 per cent., that is, the number has increased from 714,646 to 778,903. At eighty-one stations the increase in the total number of despatches was 68,650; at twenty-three stations there was a decrease of 8,622 despatches altogether. At one station the number of the despatches for both years was the same. The decrease in the number of despatches was most considerable at the central Berlin station, namely, of 3,621; at Weimar it was 839; at Frankfort on the Maine 748; at Dessau 578; and at nineteen other stations 500. The greatest increase in the number of despatches was at Hamburgh 9,692; at Stettin 5,099; at Magdeburg 4,988; at Cologne 3,923; at Dantzic 3,828; at Königsberg 3,715; at Memel 3,165.

In comparing the numbers of despatches received and sent of the two years, it will be seen that the former was 394,568 (361,659 in the preceding year), that the latter was 384,335 (349,997 in the preceding year). There were, therefore, received in 1860 at the Prussian stations 10,233 more despatches than were sent.

The despatches delivered in 1860 were classified according to their contents in the following manner:—

	Number of Despatches.		Per-centage of the whole.	
	In 1860.	In 1859 + or —.	In 1860.	In 1859 + or —.
Internal Government despatches	13,315	— 725	3·47	— 0·54
Foreign despatches	2,377	— 422	0·62	— 0·18
Railway traffic despatches	1,618	+ 401	0·42	+ 0·07
Telegraph service despatches	16,178	+ 4,200	4·21	+ 0·79
Private despatches :—				
a. Exchange news	51,171	— 19,056	13·32	— 6·75
b. Trade and business despatches	217,741	+ 54,421	56·66	+ 10·00
c. Newspaper news	14,013	— 1,858	3·65	— 0·88
d. Family news	67,850	— 2,695	17·66	— 2·30
Total of despatches	384,263	+ 34,266	100·00	

There was, therefore, in most of the classes of telegraphs a falling off to the following extent :—

In despatches with Exchange news	27·1 per cent
" Family news	3·8 "
" Newspaper news	11·7 "
Government despatches	5·2 "
Foreign Government despatches	15·1 "

The increase was :—

In Trade and commerce despatches	33·3 per cent.
Telegraphic service despatches	35·1 "
Railroad service despatches	32·9 "

With regard to the number of words in the despatches sent in 1860 they are divided as follows :—

NUMBER OF DESPATCHES.

Class of Despatches.	Words.					
	From 1 to 20.	From 21 to 30.	From 31 to 40.	From 41 to 50.	From 50 upwards.	Total.
Government despatches	2,225	2,582	1,756	1,156	1,981	9,700
Telegraph service despatches	11,159	2,630	1,158	469	830	16,246
Foreign Government despatches	1,075	801	235	91	152	2,354
Railway service despatches	485	466	275	175	184	1,585
Private despatches	305,266	34,697	9,222	2,380	2,885	354,450
Total	320,210	41,176	12,646	4,271	6,032	384,335
Per-centage of total	83·3	10·7	3·3	1·1	1·6	

The great majority of despatches sent were under twenty words.

There were transmitted in 1860 113,960 despatches, whence they came and whither sent may be seen from the following Table :—

Place.	Number of despatches in Transit.	
	Received.	Sent.
Territory of the Verein	65,822	68,871
Belgium	15,085	9,825
France	6,130	9,674
Russia	23,899	21,125
Hamburgh	3,024	4,465
Total	113,960	113,960

The amount of home despatches may be taken at 256,000.

The total amount of despatches sent, received, and transmitted, may be taken in round numbers at 630,000, yielding a sum of 777,678 thalers.

(No. 9.)—BUSINESS done at Prussian Savings Banks during 1860.

There were in the whole Kingdom—

	1860.			1859.			In 1860—					
							Increase.			Decrease.		
Number of existing Savings Banks	355			353			2					
Number of District Savings Banks	116			109			7					
	Rth.	sgr.	pf.	Rth.	sgr.	pf.	Rth.	sgr.	pf.	Rth.	sgr.	pf.
Amount of Deposits at the end of 1859	45,278,468	18	4	44,709,310	12	6	569,158	5	10			
Increase during 1860—												
(A.) New deposits	19,149,323	19	0	16,809,872	12	3	2,339,451	6	9			
(B.) From interest paid	1,289,021	18	9	1,187,535	1	4	101,486	17	5			
Expenditure in 1860 for returned deposits	15,258,294	11	1	17,425,630	9	4	–	–		2,167,135	28	3
Amount of deposits from last account for 1860	50,458,319	15	0	45,281,087	16	9	5,177,231	28	3			
Amount of Separate or Saving Funds	608,963	19	11	580,843	10	1	28,120	9	10			
Amount of the Reserve Fund	2,857,534	0	0	2,546,980	23	0	310,553	7	0			
There were in existence at the end of the year Savings Bank pass-books, with deposits from—												
Sums up to 20 dollars	214,312			197,762			16,550					
„ from 20 to 50 dollars	146,806			135,022			11,784					
„ from 50 to 100 dollars	113,183			106,521			6,662					
„ from 100 to 200 dollars	87,888			80,039			7,849					
„ from 200 dollars upwards	51,593			45,642			5,951					
Total	613,782			564,986			48,796					
Of the income of the Savings Banks, there was invested (bearing interest) on—	Rth.	sgr.	pf.	Rth.	sgr.	pf.	Rth.	sgr.	pf.			
1. Mortgages:												
(A.) Municipal ground property	11,930,322	20	11	10,938,585	14	1	991,737	6	10			
(B.) Rural ground property	12,279,505	11	8	11,434,140	7	3	845,365	4	5			
2. Possessors of Public Bills	12,528,110	15	1	11,285,498	22	1	1,242,611	23	1			
3. Bonds on security	5,756,425	5	5	4,970,444	11	6	785,980	23	11			
4. Pledges	3,403,976	17	7	2,991,468	5	6	412,508	12	1			
5. Public Institutions and Corporations	5,337,001	26	9	4,688,356	8	4	648,645	18	5			
Total	51,235,342	7	5	46,308,493	8	8	4,926,848	28	9			

(No. 10.)—*Mines, Foundries, and Salt Works, in Prussia.*

In 1848 it was contemplated to have a decided revision of "Bergrecht" (right of opening mines), in conjunction with a thorough change of the officials employed in them, and in 1850 the plan of a general law regarding mines was proposed. It was found that there were various difficulties in the way of such a plan, and there was in consequence only a reform of some of the special laws which have taken effect during the period from 1851 to 1861.

Belonging to the State there are—

1. In the Silesian district: iron works, iron splitting works, and foundries at Tongelow and Wondolleck; lead works at Friedrichsgrube; coal mines at Königsgrube; coal pits at Königin Louisen Grube; silver and lead foundries at Friedrichshütte; various foundries at Königshütte; iron foundries at Gleiwitz; foundries at Rybruck and the Malapam-Kreuzburg Bodlander Foundries.

2. Saxon Thuringian district: coal-pits at Wettin and Löbegün; brown coal-pits at Zscherben, Altenweddinger, Eggersdorf, Löderburg, Dürrenberg, Voigtstedt; rock salt works at Erfurt; salt works at Schönebeck, Stassfurth, Halle, Artern, Dürrenberg; salt magazine, Halle; chalk works at Rüdersdorf; brass forges at Hegermühle; copper works at Neustadt Eberswalde; iron foundry at Berlin.

3. Westphalian district: coal-pit at Ibbenbüren; salt works at Königsborn and Salzkotten.

4. Rhenish district: coal-pits at Jagersfrende, Prince Wilhelm, Gerhard von de Heydt, Geistantern, Duttweiler, Sulzbach-Altenwald, Crown Prince Marchweiler, Queirscheid, Reden König, Heiniz, Friedrichstal, Wellesweiler; factory at Kohlwaage; siderites at Horhausen, Tiefer Königstollen; iron works at Saynerhütte; salt works at Münster and Stein.

After England, Prussia supplies the most coal, namely, 214,000,000 centners, England, 1,400,000,000, and Belgium, 210,000,000 centners. The gold smelting-houses of Reichenstein supplied in 1860, 26 marks and 15 loth. There are only 3 arsenic smelting-houses in Silesia.

The total amount of salt (white common salt) supplied by the 18 saltworks in

1859 was 2,001,511 centners, in 1860, 1,928,450 centners, valued at 1,264,735 thalers.

There are few mines from which are obtained cobalt, nickel, vitriol, manganese, and alum ore, graphite, and fluor spar.

The coal mines, including those belonging to the State, produced—

	Coal (465).	Brown Coal (438).		Coal (465).	Brown Coal (438).
	Tonnen.	Tonnen.		Tonnen.	Tonnen.
1847	19,145,461	7,233,195	1854	34,014,698	12,365,325
1848	17,571,581	8,118,553	1855	40,739,129	13,774,380
1849	18,197,132	8,773,222	1856	44,288,456	15,556,289
1850	20,767,246	8,839,772	1857	47,388,512	18,244,423
1851	22,672,566	10,043,190	1858	52,086,479	19,389,014
1852	25,788,203	11,761,346	1859	48,604,182	20,349,641
1853	28,688,165	12,200,687	1860	53,579,461	21,012,262

It has been computed that England produces 80,000,000 centners of iron, France, 14,000,000, Prussia and Belgum, 8,000,000 centners. The amount of iron ore, zinc ore, copper ore, and lead ore produced in Prussia in the years from 1851 to 1860 was the following :—

Year.	Iron Ore.	Zinc Ore.	Copper Ore.	Lead Ore.
	Tonnen.	Centner.	Centner.	Centner.
1851	1,378,896	3,006,306	988,284	246,758
1852	1,404,589	3,620,960	1,243,093	281,697
1853	1,496,516	3,246,660	1,255,247	324,645
1854	2,193,839	3,578,577	1,244,781	416,741
1855	2,228,217	4,287,293	1,278,799	473,154
1856	3,068,173	4,532,493	1,431,633	602,611
1857	3,381,169	4,377,789	1,308,465	608,742
1858	3,078,678	4,887,345	1,333,388	685,090
1859	2,142,556	5,565,541	1,427,977	822,212
1860	2,355,523	6,071,916	1,666,412	894,432

The value of the produce of the mines during the above period was,—

	Thalers.		Thalers.
1851	12,105,381	1856	30,832,567
1852	13,615,107	1857	34,078,815
1853	16,147,222	1858	35,966,748
1854	20,816,345	1859	30,891,057
1855	27,112,023	1860	30,930,562

And the profits of the works belonging to the State were,—

	Thalers.		Thalers.
1849	1,098,038	1855	2,264,113
1850	1,465,649	1856	1,748,963
1851	1,263,229	1857	2,089,555
1852	1,184,443	1858	2,624,406
1853	1,322,595	1859	2,141,004
1854	1,286,483	1860	2,878,204

(No. 11.)—*Zollverein.*

On the formation of the Ministry of Trade and Commerce, the Zollverein contained 8,245 square German miles and a population of 29,800,063 souls. In 1851 a Treaty was concluded with Hanover by which the whole Steuerverein was to be incorporated in the Zollverein, which now contains 9,045·45 square German miles, with a population of 33,542,467 souls according to the last Census taken in 1858.

The receipts were as follows :—

Year.	Import Receipts.	Export Receipts.	Transit Dues Receipts.	Total.
	Thalers.	Thalers.	Thalers.	Thalers.
1848	22,015,982	366,864	316,453	22,699,299
1849	22,810,204	368,334	471,192	23,649,730
1850	22,114,497	297,162	537,750	22,948,809
1851	22,545,687	264,994	445,365	23,256,050
1852	23,772,636	329,920	367,165	24,469,721
1853	21,221,434	295,281	499,439	22,016,154
1854	22,496,528	245,196	415,683	23,157,407
1855	25,493,510	212,811	617,053	26,323,371
1856	25,549,599	226,866	379,985	26,156,450
1857	26,014,819	198,013	382,956	26,595,788
1858	28,002,849	224,546	379,197	28,606,592
1859	23,105,796	250,838	400,908	23,757,543
1860	23,484,872	208,064	409,307	24,102,343

In 1860 the length of the Zollverein frontier was $1,081\frac{31}{40}$ square miles German. The expense of collecting the dues and raising them was 3,046,687 thalers; after deducting that sum there remained 20,937,581 thalers for division, and this sum was divided amongst the single States in the following manner :—

	Thalers.		Thalers.
Prussia	10,719,892	Electoral Hesse	410,106
Luxemburg	112,642	Grand Ducal Hesse	505,145
Bavaria	2,708,442	Thuringia	620,268
Saxony	1,261,100	Brunswick	147,718
Hanover	2,151,034	Oldenburg	272,969
Wurtemberg	991,003	Nassau	255,400
Baden	781,862		

The *aversum* to the Free Town of Frankfort is 178,129 thalers 4 silvergroschen 3 pfennings; to this there is to be added the duty on beet-root sugar of 3,455,080 thalers in the period from 1st January to the end of August, and 4,435,403 thalers in the period from 1st of September to the end of 1860 (213 factories); there is also a common account of duty on brandy amounting to 8,064,158 thalers; transit dues on wine must and tobacco of 350,196 thalers, and the same on beer of 63,306 thalers.

Amongst the most important events in the law-making of the Zollverein is the Law of 26th February, 1861, doing away with the transit dues and the export dues which were thereby represented.

The reduction, too, of the Rhenish tolls was also of great importance, which was published on the 26th February, 1861, by the Governments of the States on the banks of the Rhine. These two measures came into force on the 1st of March; the effect has been to diminish the receipts of the Zollverein.

In the first half-year of 1861 the receipts from the import dues were 11,295,820 thalers, from the export and transit dues 88,729 thalers, making a total of 11,384,549 thalers.

A Treaty of Commerce is being negotiated with France. The situation of Russia towards the Zollverein remains the same; the slight reductions in the Russian Tariff are of no great importance.

The shipping suffered considerably from the blockade of the Baltic in the period of the Danish and Russian war; on the other hand, the English legislation with regard to the coasting trade in 1855, and the Treaty in 1857 for doing away with the Sound dues, have been of considerable benefit.

The amount of traffic in Prussian harbours may be seen from the following :—

Year.	Arrived.		Sailed.	
	Ships.	Lasts.	Ships.	Lasts.
1849	4,690	406,548	4,635	411,728
1850	6,010	511,848	6,124	533,331
1851	6,893	557,724	6,799	558,939
1852	5,650	457,305	5,735	481,672
1853	6,998	610,169	6,982	615,037
1854	7,730	689,559	7,557	674,106
1855	7,475	714,512	7,453	724,745
1856	7,582	668,873	7,684	687,208
1857	8,533	792,311	8,441	782,102
1858	8,922	700,780	9,032	734,791
1859	9,116	735,761	9,197	707,301
1860	10,634	808,575	10,817	841,337

(No. 12.)—COMMON RECEIPTS from Import, Export, and Transit Dues, in the First Half-year of 1861, as compared with those of the First Half-year of 1860.

	Import Dues.		Export Dues.		Transit Dues.		Total.			
	First Half 1861.	First Half 1860.	First Half 1861.	First Half 1860.	First Half 1861.	First Half 1860.	First Half 1861.	First Half 1860.	In First Half 1861.	
									More.	Less.
	Rths.	Rths,	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.
1. Prussia	6,416,995	6,307,978	12,763* 15,143†	20,547* 25,715†	8,969* 3,281†	100,233* 7,485†	6,457,151	6,461,958	...	4,807
Luxemburg	63,826	78,794	983	865	136	407	64,945	80,066	...	15,121
2. Bavaria	603,522	626,584	4,033	5,101	1,504	8,487	609,059	640,172	...	31,113
3. Saxony	1,261,976	1,233,142	6,469	23,492	11,568	40,890	1,280,013	1,297,524	...	17,511
4. Hanover	1,004,603	1,025,548	1,399	3,560	3,016	10,648	1,009,018	1,039,756	...	30,738
5. Wurtemberg	201,967	198 131	769	848	143	1,154	202,879	200,133	2,746	...
6. Baden	458,392	438,549	8,568	11,473	1,627	5,925	468,587	455,947	12,640	...
7. Electoral Hesse	163,605	154,878	107	94	1	83	163,713	155,055	8,658	...
8. Grand Ducal Hesse	234,349	231,836	770	1,202	288	459	235,407	233,497	1,910	...
9. Thuringia	160,359	155,615	27	45	35	160	160,421	155,820	4,601	...
10. Brunswick	126,074	142,040	...	4*	25*	45*	126,099	142,089	...	15,990
11. Oldenburg	129,018	115,811	78	95	...	...	129,096	115.906	13,190	...
12. Nassau	42,275	40,699	230	219	...	6	42,505	40,924	1,581	...
13. Frankfort on the Maine	428,858	432,894	11,179	13,776	101	514	440,138	447,184	...	7,046
Total	11,295,819	11,182,499	62,518	107,036	30,694	176,496	11,389,031	11,466,031	45,326	122,326 45,326
										77,000

* Eastern Provinces. † Western Provinces.

Showing a total decrease during the first half-year of 1861 (as compared to the first half-year of 1860) of 77,000 thalers, and this, on account of the diminution in the receipts of exports and transit dues, of the former 44,518 thalers, of the latter 145,802 thalers. In the imports there was an increase of 113,320 thalers, being about 1 per cent. above the receipts of last year; although this is not considerable from the improvement in commerce and trade, it promised well for the second half-year. With regard to the increase in the receipts from raw coffee, it is to be remarked that a reduction in the prices was expected, but the contrary took place, and as the supplies diminished it was found necessary to buy up. There was a slight increase in the receipts from raw iron, unwrought leaves of tobacco, dried southern fruits, spices, &c.

The diminution in receipts was chiefly from grain and wine in barrels; this latter was owing to the speculations made on account of negotiations being carried on between the Zollverein and France for a Treaty of Commerce.

The reduction of the Rhine dues, which came into operation on the 1st of March, begins to have its good effects upon the home trade. The increase of the transport of raw cotton was considerable; there were transported from the Rhine Custom-house at Caub:—

1858	139,253 centners
1859	162,086 „
1860	290,513 „

And there were transported in the first six months of this year, alone, 207,800 centners.

There had arrived in dock at Mannheim :—

In first half-year of 1860	98,843 centners
In first half-year of 1861	181,044 „
Showing an Increase of	82,201 „

Further facilities are still required, such as the abolition of the existing obligation, for the owners of vessels to stop at every Rhine duty-office to receive a permit, and the abolition of the forced employment of river-pilots on the Rhine. Prussia has made proposals in this sense to the fluvial States.

According to official information, the common receipts of the Zollverein from the 1st of January to September 1, 1861, were:—

	Rixthalers.
From Import dues	17,519,885
From Export and Transit (Transit till 1st March)	132,330
Total	17,652,215

For the same period in 1860 they were—

	Rixthalers.
From Import dues	17,136,562
From Export and Transit	481,262
Total	17,417,824

So that the import dues increased during the period to the amount of 383,323 thalers, the export and transit dues decreased to the amount of 348,932; on the whole there was an increase to the amount of 34,391 thalers.

TABLE of Sums to be paid or received by each State of the Verein.

	Rixthalers.		Rixthalers.
Prussia (to pay)	1,530,320	Grand Ducal Hesse (to receive)..	16,809
Luxemburg (to receive) ..	67,434	Thuringia (to receive).. ..	204,972
Bavaria (to receive)	1,352,872	Brunswick (to pay)	93,765
Saxony (to pay)	810,724	Oldenburg (to receive) ..	98,313
Hanover (to receive)	397,986	Nassau (to receive)	128,091
Wurtemberg (to receive) ..	468,945	Frankfort on the Maine (to pay).	511,818
Baden (to receive)	163,190		
Electoral Hesse (to receive) ..	48,015	Total	2,946,627

The increase in the receipts from import dues arose chiefly from the increased import of raw coffee; a considerable reduction in the price of coffee was expected, which did not take place, for the prices rose, and large supplies had to be bought. There was also an increase in the receipts of dues from raw iron, coarse cast-iron goods, dried Southern fruits, spices, butter from Austria, cheese, rice, unwrought tobacco leaves, cattle, and woollen goods. The decrease in the amount of dues was greatest as regards corn, pulse, &c., wine in casks, and, to a smaller degree, in cotton goods, raw linen yarn, machine-spun yarn, bleached and dyed linen yarn, herrings, treacle, raw sugar for the refineries in the Verein, and oil in casks.

COMPARISON of the Common Receipts from Import, Export, and Transit Dues during the three Quarters of 1861, and those of the same period of 1860.

	Import Dues.		Export Dues.		Transit Dues.		Total.			
	In First to Third Quarter, 1861.	In First to Third Quarter, 1860.	In First to Third Quarter, 1861.	In First to Third Quarter, 1860.	In First to Third Quarter, 1861.	In First to Third Quarter, 1860.	In First to Third Quarter, 1861.	In First to Third Quarter, 1860.	In First to Third Quarter, 1861. More.	In First to Third Quarter, 1861. Less.
	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.	Rths.
1. Prussia	10,185,784	9,918,786	21,239* 27,164†	33,045* 39,178†	8,952* 3,287†	192,949* 12,189†	10,246,426	10,196,147	50,279	
Luxemburg	94,580	108,885	1,739	1,377	137	639	96,456	110,901	...	14,445
2. Bavaria	918,498	908,894	7,655	8,650	1,440	12,783	927,593	930,327	...	2,734
3. Saxony	1,820,896	1,779,514	10,276	36,670	11,556	67,282	1,842,728	1,883,466	...	40,738
4. Hanover	1 577,962	1,586,207	3,281	6,545	3,008	16,693	1,584,251	1,609,445	...	25,194
5. Wurtemberg	280,258	266,032	1,046	1,321	143	1,839	281,447	269,192	12,255	
6. Baden	662,184	620,841	12,315	17,172	1,629	9,833	676;128	647,846	28,282	
7. Electoral Hesse	255,916	238,769	125	177	1	186	256,042	239,132	16,910	
8. Grand Ducal Hesse	363,333	364,896	1,253	1,846	288	1,039	364,874	367,781	...	2,907
9. Thuringia	247,112	243,233	34	65	35	259	247,181	243,557	3,624	
10. Brunswick	202,055	210,666	...	7*	25*	84*	202,080	210,757	...	8,677
11. Oldenburg	188,844	182,045	94	126	...	1	188,938	182,172	6,766	
12. Nassau	62,638	60,872	263	270	...	227	62,901	61,369	1,532	
13. Frankfort on the Maine ...	659,825	646,922	15,246	18,042	100	768	675,171	665,732	9,439	
Total	17,519,885	17,136,562	101,730	164,491	30,601	316,771	17,652,216	17,617,824	129,087 94,695	94,695
									34,392	

* Eastern Provinces. † Western Provinces.

No. 13.)—RECEIPTS of the Zollverein from the Duty on Beet-root Sugar, and Division of the same, from the period of January 1 to August 31, 1861, as compared with the same in 1860.

States of the Verein.	Number of Factories of Beet-root Sugar in work.	Population according to calculation for first and second Quarters.	Number of fresh Beet-roots used from 1st January to 31st August, 1861.		Amount of Duty on Beet-root Sugar, deducting cost of administration.	Share of Verein States, according to population.	To be paid.	To be received.
			Centners.	lbs		Rixthalers.	Rixthalers.	Rixthalers.
1. Prussia	197	18,107,274	9,532,374	0	2,333,727	1,338,287	895,440	
Luxemburg	..	192,196	..		..	14,205	..	14,205
2. Bavaria	5	4,621,279	106,705	0	24,537	341,553	..	317,016
3. Saxony	3	2,122,148	38,888	0	8,587	156,845	..	148,258
4. Hanover	2	1,865,042	55,910	0	12,478	261,913	..	249,435
5. Wurtemberg	6	1,690,898	290,512	0	62,648	124,972	..	62,324
6. Baden	1	1,334,052	605,667	0	149,730	98,598	51,132	
7. Electoral Hesse ..	..	699,745	..		..	51,718	..	51,718
8. Grand Ducal Hesse ..	..	862,239	..		..	63,727	..	63,727
9. Thuringia	2	1,043,771	99,096	72	23,525	77,144	..	53,619
0. Brunswick	14	249,771	528,429	0	120,659	18,460	102,199	
1. Oldenburg	..	236,562	..		..	33,221	..	33,221
2. Nassau	..	435,777	..		..	32,208	..	32,208
3. Frankfort-on-the-Maine.	..	311,726	..		..	23,040	..	23,040
Total ..	230	33,772,480	11,257,581	72	2,635,891	2,635,891	1,048,771	1,048,771
In 1860 ..	255	33,772,373	14,522,190	24	3,455,080	3,455,080	1,351,890	1,351,890

No. 14.)—PROVISIONAL CALCULATION with regard to the Common Receipts from Duty on Brandy, and Transit Dues on Brandy, during the first half-year of 1861.

States of the Verein.	Population.	Gross Receipts.									After deduction of register defects, indemnity, repayment, &c.	Share according to Treaty.	To be paid.	To be received.
		Brandy Dues.			Transit Dues on Brandy.			Total.						
		Rths.	sgr.	pf.	Rths.	sgr.	pf.	Rths.	sgr.	pf.	Rths.	Rths.	Rths.	Rths.
I. Kingdom of Prussia	17,552,105	4,610,948	12	10	3,689	20	5	4,614,638	3	3	3,944,549	3,760,213	184,336	
States which pay the receipts into Prussian coffers	218,932													
	17,771,037													
States which themselves levy the tax on brandy:														
1. Duchy of Anhalt-Bemburg	56,031	20,298	0	0	...			20,298	0	0	20,298	11,856	8,442	
2. Anhalt-Dessau	119,515	62,694	12	6	...			62,694	12	6	62,695	25,288	37,407	
3. Alltsedt and Aldisleben	9,012	7,122	27	0	...			7,122	27	0	7,123	1,907	5,216	
4. Volkenrode	2,859	437	24	0	...			437	24	0	438	610	...	172
5. Schwarzburg-Sondershausen	36,069	...			...			...			...	7,632	...	7,632
6. Schwarzburg-Rudolstadt	15,501	2,649	3	0	...			2,649	3	0	2,649	3,274	...	625
7. Duchy of Birkenfeld	35,486	...			...			...			...	7,509	...	7,509
8. Graffschaft-Schaumburg	35,715	1,771	12	0	28	28	6	1,800	10	6	1,800	7,557	...	5,757
Total I.	18,081,225	4,705,922	1	4	3,718	18	11	4,709,640	20	3	4,039,552	3,825,846	235,401	21,695
													213,706	
I. Kingdom of Saxony	2,122,148	375,875	16	4	369	27	0	376,245	13	4	316,106	358,183	...	42,077
I. Thuringian Verein	1,043,771	50,294	24	6	153	14	0	50,448	8	6	44,531	216,160	...	171,629
Total	21,247,144	5,132,092	12	2	4,241	29	11	5,136,334	12	1	4,400,189	4,400,189	213,706	213,706
As compared to 1860	21,249,163	5,534,475	11	1	3,929	15	6	5,538,404	26	7	4,796,202	4,796,202	181,587	181,587

No. 15.)—PRICES paid at the Principal Prussian market-towns for Wheat, Rye, Barley, Oats, and Potatoes, during 1861. The prices are in silvergroschen per scheffel.

	Wheat.	Rye.	Barley.	Oats.	Potatoes.
13 Prussian towns	$87\frac{1}{12}$	$49\frac{9}{12}$	$38\frac{11}{12}$	25	$21\frac{4}{12}$
8 Posen towns	$82\frac{11}{12}$	$54\frac{3}{12}$	$43\frac{7}{12}$	$27\frac{3}{12}$	$16\frac{4}{12}$
5 Brandenburg towns	$90\frac{5}{12}$	$56\frac{10}{12}$	$48\frac{1}{12}$	30	$18\frac{6}{12}$
5 Pomeranian towns	$95\frac{3}{12}$	$57\frac{6}{12}$	$45\frac{1}{12}$	$30\frac{8}{12}$	$25\frac{5}{12}$
13 Silesian towns	$82\frac{3}{12}$	$58\frac{8}{12}$	46	$27\frac{6}{12}$	$20\frac{11}{12}$
8 Saxon towns	$90\frac{11}{12}$	$61\frac{11}{12}$	49	$30\frac{1}{12}$	$21\frac{11}{12}$
13 Westphalian towns	100	$69\frac{10}{12}$	$58\frac{10}{12}$	35	$37\frac{1}{12}$
16 Rhenish towns	$105\frac{9}{12}$	$73\frac{8}{12}$	$59\frac{4}{12}$	$34\frac{9}{12}$	$36\frac{3}{12}$
Average price in Kingdom ..	$92\frac{10}{12}$	$61\frac{8}{12}$	$49\frac{8}{12}$	$30\frac{4}{12}$	$26\frac{3}{12}$

France.

Report by Mr. Grey, Her Majesty's Secretary of Embassy.

Paris, January 31, 1862.

THE year 1861, which has now drawn to a close, will take its place in the history of France as one which has been well employed, and which has laid the foundation of most important benefits to the country, although, as far as immediate and practical results are concerned, it cannot be considered to have been a very prosperous one.

At the beginning of the year the dread of an impending conflagration in Italy, in which France could not fail to be directly involved, exercised a depressing influence; and the year closed at a moment when there appeared to be every probability of a war between England and America, the effects of which, it is needless to say, would have been most severely felt in France; 1861, therefore, ended as it had begun, in a state of almost complete stagnation in all commercial affairs.

Between the opening and the close of this year a series of events occurred which were but little calculated to give animation to commercial enterprise, or to trade in general, which had in France been already much depressed for some years. There were the apprehensions caused by the state of Italy, the difficulties of Austria, the agitation in Hungary and Poland, the unsettled condition of Russia, the disturbances on the Lower Danube: there was the loss of foreign markets for articles of luxury, especially for the silks of Lyons and St. Etienne; and, lastly, there were the difficulties inseparable from the state of transition from a protective if not prohibitive system to one of comparative commercial liberty, in which France was now placed in consequence of the Treaty with England.

These were causes and influences which could not fail to depress commercial enterprise and diminish the operations of producers and consumers alike. To these causes another very injurious one was added, viz., one of the worst harvests known in France for many years. This bad harvest made it necessary to impor grain to the amount of from 12,000,000 to 15,000,000 of hectolitres (in round numbers from 32,000,000 to 40,000,000 bushels) of foreign corn, and among other bad results produced that of a money crisis, inasmuch as it was necessary to pay ready money and in cash for the greater part of this grain. The money crisis was itself, if not aggravated, at all events complicated, by the sudden appearance o great quantities of silver in circulation in France, where, during ten years, gold had more or less established itself as the principal circulating medium.

It is easy to understand that all these disturbing influences must have exercised a pernicious effect upon commerce and trade, as I shall presently proceed to show in detail. In the above statement I have been desirous of giving a rapid view of the general features of the year 1861, and it must be confessed that the retrospect, in a commercial point of view, is not satisfactory.

But I also said above that I believed the year 1861 would be found to have been well employed, and to have laid the foundation of many important benefits to France. This I mean rather to refer to the official acts of the Government than to the operations of the commercial world, and less to present results than to what may be expected in the course of the future. During 1861 the French Government has in fact carried into execution several important economic reforms which had been announced or inaugurated during the preceding year; new and not less importan reforms have been announced or introduced during this same year 1861, and others have been prepared.

The most important, although the last in chronological order, of all the reform undertaken during 1861, and certainly the principal event of the year, is the measure of financial reform announced in the "Moniteur" of November 14 in letter from the Emperor to the Minister of State, and in a report drawn up by M. Achille Fould, who, on the same day, was called to the office of Minister o Finance. The principle of this reform was subsequently ratified by its being adopted as a fundamental law of the State, and a "Senatus Consultum" was voted to thi effect on the 21st of December last, and a further report by M. Fould addressed to the Emperor, and inserted in the "Moniteur" of January 22, 1862, explains the means by which the new Finance Minister proposes both to extricate the country from the existing difficulties and to avoid for the future the embarrassments which called forth the reform of November 14, 1861.

Although this reform appears at first sight to be the natural consequence of he concessions made in the preceding year to the Corps Législatif regarding the publicity of debate, and of the right accorded to it of voting an Address to the Crown, which seemed to give the Chamber a claim to take its part in the general policy of the Government, it was not, however, as the Emperor's letter and M. Fould's report frankly acknowledge, altogether spontaneous. This reform was n a measure forced upon the Government by the conviction that the existing difficulties were the result of the system which had been in force for the last ten years in France, and by the certainty that that system could not be persisted in without danger to the country. It is notorious within what narrow limits the powers of the French Parliament were restricted by the Constitution granted after he *coup d'état* of the 2nd of December, 1851, especially with reference to any control over the public expenditure. The Corps Législatif had no power to discuss, n detail, still less to reduce or to reject, any of the separate items of expenditure proposed by the Government. It was obliged to pass the Estimates in one vote for each Department of the Ministry, and, consequently, as it could not well, on account of an objection to, perhaps, a single item, reject the whole budget of a Department, the result was that the financial statement of the Government was generally adopted as it stood. The Corps Législatif being thus powerless, the Government did not, on its side, hesitate to exceed the budgets which it had caused to be voted, and being sensible that no restraint was in reality put upon it, was naturally led to yield to the temptation of falling into a system of extravagance which soon caused the public expenditure to reach an amount entirely disproportionate to the resources of the country. M. Magne, who was Minister of Finance up to the close of 1860, proclaimed the principle that the resources of France were inexhaustible; the rapid growth of fortunes and wealth during the early years of the present empire, and especially the ease with which the French Government was enabled to contract the war loans of 1854, 1855, and 1859, appeared to confirm this dangerous theory. But its hollowness soon became manifest.

Notwithstanding the development of manufacturing industry, notwithstanding the imposition or augmentation of certain taxes, and notwithstanding the second war tenth ("second décime de guerre"), which had been originally voted for the purposes of the Crimean war, was made permanent, the income of France was not found to keep pace with the expenditure. In comparison with the period of ten years 1841-50, the yearly average of the ordinary receipts had only increased during the period 1851-60 by 268,000,000 francs, whereas the average of the yearly expenditure showed a far higher figure. The following tabular Returns give n round numbers the income and the expenditure for the two periods just mentioned, namely, 1841-50 and 1851-60:—

INCOME.				EXPENDITURE (ORDINARY AND EXTRAORDINARY).			
Years.	Francs.	Years.	Francs.	Years.	Francs.	Years.	Francs.
1841	1,198,000,000	1851	1,273,000,000	1841	1,425,000,000	1851	1,461,000,000
1842	1,256,000,000	1852	1,336,000,000	1842	1,441,000,000	1852	1,513,000,000
1843	1,270,000,000	1853	1,391,000,000	1843	1,445,000,000	1853	1,548,000,000
1844	1,289,000,000	1854	1,418,000,000	1844	1,428,000,000	1854	1,988,000,000
1845	1,330,000,000	1855	1,536,000,000	1845	1,489,000,000	1855	2,399,000,000
1846	1,352,000,000	1856	1,638,000,000	1846	1,567,000,000	1856	2,196,000,000
1847	1,343,000,000	1857	1,683,000,000	1847	1,630,000,000	1857	1,893,000,000
1848	1,207,000,000	1858	1,748,000,000	1848	1,771,000,000	1858	1,859,000,000
1849	1,257,000,000	1859	1,728,000,000	1849	1,646,000,000	1859	2,208,000,000
1850	1,296,000,000	1860	1,741,000,000	1850	1,473,000,000	1860	2,148,000,000
Total ..	12,807,000,000	..	15,492,000,000	Total ..	15,315,000,000	..	19,213,000,000
Average ..	1,280,000,000	..	1,549,000,000	Average	1,531,000,000	..	1,921,000,000

The principal fact which we gather from the above Returns is, that in the course of the ten years 1851-60, inclusive, the annual expenditure as compared with that of the preceding ten years 1841-50, increased by about 400,000,000 francs, and that the country has spent 3 "milliards" and 721,000,000 francs beyond the amount which her ordinary income authorized. The greater part of this enormous difference was covered partly by direct loans, such as the loans of 250,000,000, 500,000,000, and 750,000,000 francs, contracted during the Crimean war, and partly by indirect loans, such as the absorption by the Treasury of the 100,000,000 francs by which the capital of the Bank of France was augmented in 1857, the appropriation of sums belonging to the fund* of the "Dotation de l'armée," and again the recent emission of Trentenary bonds. The result of these various operations has been considerably to increase the consolidated debt, which since 1852 has been nearly doubled, as appears from the following tabular Return of its state on the 1st of January of each year from 1852 to 1861:—

Years.	No. of Inscriptions of "Rente."	Nominal Capital of the Debt.	Yearly Rente.
		Francs.	Francs.
1852	810,901	5,516,194,600	239,304,527
1853	725,190	5,577,504,587	219,929,486
1854	785,243	5,669,655,012	222,686,243
1855	835,157	6,082,877,853	236,242,772
1856	1,020,338	7,558,040,822	284,668,525
1857	1,028,284	8,031,992,466	299,099,242
1858	1,008,682	8,422,096,778	310,880,953
1859	937,711	8,593,288,155	315,993,646
1860	1,073,801	9,334,012,005	346,168,645
1861	988,465	9,718,276,913	349,887,166

If to this we add the floating debt, which in M. Fould's last Report is estimated at over 1,000,000,000 francs, we shall readily understand how much ground for serious apprehensions this state of things was calculated to inspire, and we cannot wonder that the Emperor should have thought it indispensable to put an end to a financial system so fraught with danger to the future prosperity and welfare of France. The remedy which the Government proposes is the establishment of a more direct control over the public expenditure by the Representatives of the country. With this view the Senatus Consultum above alluded to decrees that for the future the Corps Législatif shall examine and pass the Budget, not any longer for each Department of the Ministry in one vote, but by sections or clauses, of which there will be 68 for the whole Budget. The Senatus Consultum further lays down that the Budget once voted by the Corps Législatif cannot afterwards be arbitrarily exceeded by means of a Decree in the "Moniteur," but that all supplementary and extraordinary credits shall for the future also require the previous sanctioning vote of the Chamber. On the other hand, the Senatus Consultum gives the most complete discretionary powers to the Government with regard to the application of the money, provided always that they keep within the limits of the Budget voted, that is to say, the Government is empowered, if necessary, to apply the supplies voted for one section of the Budget to another in the same Department, by what is called a system of "virements" (transfers). The Senatus Consultum was finally and almost unanimously voted on the 21st of December, although it was severely criticised and attacked by a party in the Senate, who considered that these innovations were too sweeping, and imposed too great restrictions on the authority of the Crown. A portion of the Press and the public, on the other hand, criticised the new Law in the opposite sense, and gave it as their opinion that the new concessions would be found insufficient to guard against a return to, or a continuance of, the financial irregularities which had hitherto been produced by the temptation to extravagance arising from the want of a system of control. Be this, however, as it may, it is clear that the value of the Senatus Consultum will in a great measure be dependent on the use made of it by the Corps Législatif. If this body enters upon its new functions in earnest, and makes a serious use of those powers of control which the Emperor himself invites it to exercise, the inordinate increase of the public expenditure may be effectually checked.

In the meantime it is urgently required, as a first step, that the equilibrium should be restored between the income and the expenditure, so as to replace, if possible, the resources which the Government has hitherto procured for itself by extraordinary and supplementary credits. The means by which this task is to be accomplished are set forth in the Statement published by M. Fould in the "Moniteur" of January 22, 1862. As this document, however, belongs to the year 1862, with which the present Report has, properly speaking, nothing to do, and as it is moreover at present but a project, subject to any changes or modifications which the Chambers may think necessary to introduce, I will confine myself to a brief summary of its contents and tendency, in so far as it may be regarded as a supplement to the great measure of financial reform which, as I have said above, may be regarded as the principal event of the past year.

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* This fund is sustained by the payments made for exemption from military service.

M. Fould proposes for the future to divide the Budget into two parts—into an ordinary and an extraordinary Budget. The first of these would include the permanent and fixed items of expenditure, for which corresponding resources must at all events be found; the second would comprehend items of expenditure which may be called optional or discretionary (such as great public works, &c.), and which should always be dependent upon the extraordinary resources available for the time being. The credits required for the ordinary Budget of 1863 are to exceed those voted for 1862 by 70,000,000 francs. To meet this, M. Fould proposes the imposition of a tax upon horses and carriages not employed for purposes of labour or trade ("chevaux et voitures de luxe"), the extension of the stamp duty to all kinds of bills of parcels and receipt, an augmentation of the tariffs of the stamps of dimensions (*i.e.* of those regulated by the size of the paper used), an increase on the duties on the registration of deeds, a more stringent regulation as regards the proportional duties with a view to prevent fraud, and lastly, a special duty on the notes ("bordereaux") delivered by the "Agents de Change" to their clients on sales and purchases, and by brokers of all kinds. To the ordinary Budget the extraordinary Budget, framed especially to meet the expenses of public works, has to be added. This extraordinary Budget M. Fould provides for from the following resources: of 57,500,000 francs arising from the available balance of the negotiation of the Trentenary Bonds issued in 1861; of 10,000,000 francs arising from the third annuity of the Chinese indemnity; of a revenue of about 33,000,000 francs to be derived from an increase (of 10 centimes per kilogramme) on the salt duty; and of 29,000,000 francs to be obtained by raising the duty on sugar from 41 to 42 francs per 100 kilos. These are M. Fould's proposals for the future. With regard to the past, he hopes to effect a reduction of the floating debt by means of an optional conversion of the Four and a-half per Cent. Rentes into Three per Cents. The Three per Cents. being dearer in the market than the Four and a-half per Cents., the Government propose to offer to the holders of the latter the faculty of exchanging their securities for others in the Three per Cents. on more favourable conditions than they could obtain if they were to negotiate the conversion for themselves at the Bourse. However, by M. Fould's own calculations, this operation, even if completely successful, would not give to the Treasury a sum of more than 200,000,000 to 250,000,000, or, in other words, little more than one-fifth of the floating debt which he desires to reduce.

It will be the task of the year 1862 to carry into effect the financial reforms of which the year 1861 has but laid the first foundations. But the year 1861 has on its side completed the work of an economical reform commenced in 1860. The principal measures taken with this view are each worthy of special notice. I will now proceed to give a summary of them, and, as far I can, point out the results already arrived at.

The Treaty of Commerce with Belgium occupies the first place. The Commercial Treaty with England serves for its model: certain modifications, were, however, introduced.

The Treaty with Belgium affects a greater number of articles than that with England. The basis ("assiette") of the duties has been changed; some of these duties have been reduced; and the question of export duties and prohibitions has been adjusted. The principle of reciprocity has been generally admitted on both sides; for a certain number of articles, iron, cast and in bar, steel, and metal wares, the Belgian Tariff does more than reciprocate, *i.e.*, the Belgian import duties are lower than the French.*

In the case of flax and hemp the Belgian Government has not adopted the complicated classification of the French Tariff; it has imposed specific duties upon yarns, and an *ad valorem* duty of 15 per cent. upon tissues. In the case of cotton yarns also Belgium does not adopt the ascending scale of duties which prevails in France: the Belgian Tariff stops at No. 40, and its maximum is 40 centimes, while the French maximum is 3 francs.

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* The French import duties on cast iron are fixed by the Treaty at 2 francs 50 centimes per 100 kilos., in 1861; and at 2 francs in 1864: the Belgian, at 1 franc 50 centimes per100 kilos. in 1861, and at 1 franc in 1864.

On its side France has consented to a reduction of duty on twisted cotton yarns, and also on twisted woollen yarns for weaving. France has, moreover, in its Treaty with Belgium, admitted the objection which was raised that the import duties on iron, steel, and metal wares were too complicated and too high, as they stand in the Treaty with England.

Agricultural produce, which had in a great measure been omitted in the Treaty with England, is likewise included in the Belgian Treaty, and the duties have been either abolished or reduced on certain manufactured articles, such as, for instance, books in the French language, photography, geographical maps, and printed music. Sulphur in all its forms, and resins, are free; and drugs are now only subject to a duty of 2 francs per kilogramme. The import duty on paper is reduced from 150 to 10 francs per 100 kilogrammes. Rags, the exportation of which remained prohibited in the English Treaty, may by the Belgian Treaty be exported at a duty of 12 francs per 100 kilogrammes.

The concessions made in the French and Belgian Treaty apply, however, equally to imports from England under the "most favoured nation" clause. These concessions have generally been considered liberal in France, but representations in a contrary sense have nevertheless not been wanting. The Agricultural Society of Puy-de-Dome has petitioned the Minister of Agriculture and Commerce for a further reduction of the duties on iron, steel, and metal wares, alleging that the existing Tariff enables the French manufacturers (in iron, steel, &c.) to force instruments of bad quality, and ill adapted for their purpose, upon the agriculturists. The Minister, however, replied that he could go no further at present without prejudice to the interests of the manufacturer.

Until the Official Returns for Commerce in 1861 are published (which will not be done for some months to come), it will hardly be possible to form a complete estimate of the effect of this Treaty upon the general trade between France and Belgium.

The Monthly Returns published, however, enable us to arrive at a partial conclusion as regards certain articles: thus we find that the importation of tissues of hemp has increased during 1861 by 4,000 metrical quintals as compared with 1860, in which year over 13,000 metrical quintals were imported. In 1859 there were less than 9,000 metrical quintals imported; consequently their importation has been nearly doubled in the last two years. On the other hand, yarns of hemp (11,954 metrical quintals) show a considerable decrease as compared with the preceding year (14,825 metrical quintals), although the amount imported is still more than double what it was in 1859.

The importation of tissues of cotton and wool reached in 1861 the value of 1,000,000 francs, of which 637,279 francs were for cotton, and 331,424 francs for woollen tissues.

The importation of coal has fallen to 29,300,000 metrical quintals, which shows a diminution of 700,000 metrical quintals as compared with 1860. At the end of the year, however, there was a strong reaction, and the month of December shows an increase of 400,000 metrical quintals as compared with December 1860.

The importation of coke has increased by 100,000 metrical quintals; that of cast iron is nearly trebled; that of zinc has risen from 12,672 metrical quintals in 1859, to 72,206 metrical quintals in 1860, and 178,000 metrical quintals in 1861.

With regard to exports from France to Belgium, three out of the four articles whose destination is specified in the Monthly Returns show more or less increase, namely, machinery and mechanical instruments (649,247 francs against 597,739 francs in 1860); millinery (719,466 francs against 680,233 francs); and salt (50,530 metrical quintals against 38,027 metrical quintals). On the other hand, the exportation of wines has continued to fall: Belgium purchased in 1861 but 87,849 hectolitres against 120,761 hectolitres in 1860. and 174,719 hectolitres in 1859.

Previously to the conclusion of the Treaty with Belgium, the French Government had, by the Decree of January 5, 1861, carried into effect the Customs Reform passed during the preceding year. This Decree abolished all duties on the importation of oleaginous seeds and fruits, raw caoutchouc, scented woods, cocoa-nuts, hemp, flax, jute, garance (in root), sulphur, iron ore, copper, lead, bismuth, zinc, nickel, raw hides, all kinds of fat, and elephant's teeth. These articles together had in 1860 contributed to the Customs a revenue of 4,269,946 francs. The Decree of January 5, 1861, had at first caused a fall in the price of oleaginous seeds, as well as in flax and hemp of French origin. Prices, however, were not long in recovering, although the importation of several of the above articles increased greatly in consequence of the abolition of the duties.

I subjoin a Tabular Return, showing the amount imported for French consumption:—

Articles.	Quantities.	1861.	1860.	1859.
Hemp	Metrical quintals .	95,195	62,609	54,806
Oleaginous seeds—				
Flax	”	384,652	392,741	226,504
Sesame.. ..	”	456,621	474,101	588,163
Others.. ..	”	401,176	115,055	28,768
Fat	”	104,964	23,719	14,386
Flax	”	250,224	197,998	159,798
Copper	”	158,194	132,396	123,916
Tin	”	34,962	28,357	32.782
Zinc	”	376,321	304,930	238,018
Raw hides	”	307,112	325,207	283,644
Sulphur	”	600,185	457,455	515,346

Another very important addition to the new system of commercial liberty has been the reform of the Colonial system. Up to 1861 the French Colonies were compelled to bring to France all the produce they had for sale, to obtain from France all foreign produce they required, and to make their imports and exports under the French flag alone. The law voted last year set them free from these heavy restrictions: henceforth the French Colonies are permitted to import all articles of merchandize whose importation is not prohibited in France; they may dispose as they please of the products they themselves may have for sale; and lastly, the flags of all nations are now admitted in the French Colonies on the payment of the surtax. The surtaxes, however, were generally reduced by the Decree of January 16, 1861. I may mention especially the surtax of 16 francs 80 centimes per 100 kilogrammes of sugar, which was reduced by this Decree to 3 francs for sugar coming from India, and to 2 francs for sugar from other countries. The surtaxes on coffee have also been reduced, viz., the warehouse surtax from 9 francs 60 centimes to 4 francs 60 centimes, and the surtax for the foreign flag from 10 francs 60 centimes to 5 francs.

Amongst other useful measures resolved upon in 1861 were, the improvement of the cross roads ("chemins vicinaux") throughout the country, for which purpose an extraordinary credit of 25,000,000 francs was opened by the Emperor during the summer; the reorganization of the studs ("haras"), by which more liberty was granted to private enterprise, while the interest of the Government in regard to the remounts for the cavalry were not prejudiced; and lastly (as a general measure), the authorization given by the Government for the establishment of free professorships of political economy—an authorization of which Montpellier, Rheims, and Bordeaux, have alone availed themselves as yet.

There remains another very important measure of reform carried out in France during 1861, which has been attended by immediate and happy results. I allude to the final abolition of the sliding scale ("échelle mobile"), which the Government succeeded in passing during the last session of the Corps Législatif. The sliding scale, which was so long ago condemned and abandoned in England, had in France, also, been proved to be a complete failure, and had been found by no means to answer the purpose for which it was originally contrived. The object of its authors was to prevent the price of corn from falling too low in the years of plenty, or rising too high in the years of scarcity. They desired to keep the price of corn, if not up to a fixed standard, at all events within certain limits, with a view to promoting the interests of both the producer and the consumer. The average price which was looked upon as sufficiently remunerating for the agriculturist, and not too oppressive for the consumer, was about 20 francs per hectolitre. Now in the forty years in which the sliding scale had been in force in France, the price of corn was, during six years, above 24 francs; during ten years, between 20 and 24 francs; whilst during twenty-four years the price was below 20 francs. Far from preserving a steadiness of prices, the sliding scale had not prevented them from falling as low as 14 or 15 francs, and rising as high as 35 or 40 francs. The practical arguments derived from these facts enabled the Government, last June, to overcome the strong opposition with which it had met in the Corps Législatif, and events subsequently showed the wisdom of the course they had taken. The harvest was, as I have mentioned above, one of the worst known, and it was at first calculated that an importation of from 18,000,000 to 20,000,000 hectolitres of foreign corn would be required to supply the wants of the country. It is now proved that this estimate was exaggerated, and that the amount required did not exceed 12,000,000 to 15,000,000 hectolitres. This, however, was a very serious deficit in a country where agricultural industry is as paramount as it is in France: 15,000,000 hectolitres are equal to one-eighth of the consumption of the whole country, and represent a value of 300,000,000 to 400,000,000 francs. As soon as the amount of this deficit was known, prices, which during the second quarter of 1861 had been very low, rose rapidly and considerably. In the Paris market during the first fortnight of July the price of picked wheat ("blé de choix") was 26 francs 35 centimes to 27 francs 80 centimes; of wheat, first quality, 26 francs 55 centimes to 26 francs 70 centimes; second quality, 25 francs to 25 francs 70 centimes; and third quality, 24 francs to 24 francs 35 centimes.

Three months later, that is to say, during the first fortnight of October, prices had risen as follows:—Wheat, picked, 34 francs; first quality, 33 francs; second quality, 32 francs; third quality, 31 francs. Thanks, however, to the activity of the import trade, which could now be carried on with some certainty after the abolition of the sliding scale, these high prices were not long sustained. The trade made large purchases in America, Russia, Hungary, and the Danubian Principalities, and the good prices paid induced England to cede to France a considerable amount of both home and foreign corn. Thus during the first four months of the second half-year (*i.e.* from August 1 to November 30) the trade imported into France above 7,000,000 metrical quintals of wheat; a far higher figure than was reached in former years of dearness and scarcity during the same period, as will be better seen from the following tabular statement:—

Wheat imported into France.

Years.	Metrical Quintals.	Years.	Metrical Quintals.
1846	3,118,000	1855	2,678,286
1853	2,817,874	1856	6,519,491
1854	4,677,879	1857	4,112,424

In consequence of this activity of trade, prices soon began to fall, and in the second half of the month of November, picked wheat was not sold at a higher price than 30 francs 60 centimes, and the prices of the other three qualities ranged from 29 francs 50 centimes to 30 francs 50 centimes. Importation has not slackened, however, and the total amount of corn imported from January 1 to December 31, 1861, was 12,915,142 metrical quintals, while 1,604,770 metrical quintals were exported, which leaves a balance in favour of the imports amounting to 11,310,372 metrical quintals. Prices continued up to the end of the year to show a tendency to fall, though there was a momentary check to this during the month of December, when the alarm of war between England and America was raised. However, at the commencement of the new year the price of corn and flour were considerably lower than they had been in former years of scarcity, when wheat had risen to 36 and even 40 francs per hectolitre.

For some articles of agricultural produce the prices are lower than they were last year, as the following table of prices in the Paris market for the first fortnight of January 1862 will show:—

Articles.	1861.		1862.		Articles.	1861.		1862.	
	Fr.	c.	Fr.	c.		Fr.	c.	Fr.	c.
Picked wheat	24	90	29	35	Oleaginous seeds:—				
Flour (1st choice)	42	65	48	40	Colza	30	0	29	0
Indian corn	16	0	18	50	Camelina	24	0	25	0
Buckwheat	13	0	11	75	Linseed	30	0	28	0
Alcohol (beetroot)	105	0	75	0	Clove	34	0	29	0
Ditto (Montpellier)	130	0	100	0	Hemp	15	0	17	0
Cognac	200	0	190	0	Hops, price of, at—				
Forage seeds:—					Hazebrouk	600	0	260	0
Clover	135	0	110	0	Bouzier	600	0	200	0
Lucerne (Provence)	120	0	105	0	Alost	420	0	210	0
Ditto (Poitou)	90	0	45	0	Poperenghe	700	0	260	0
"Minette"	45	0	75	0					
Rye grass (Italian)	50	0	75	0					
Ditto (English)	45	0	70	0					

The energy displayed by the trade, as I have shown, in surmounting the difficulties which were apprehended in consequence of the bad harvest, was well seconded by the Government, which did all in its power to give facilities to this commercial movement. The Decrees issued on August 15 and October 25, 1861, are especially instances of this. The first authorized the temporary entry, free of all duty, of foreign wheat and corn for grinding, on condition that for every 100 kilogrammes of corn in good condition, there should be re-exported 90 kilogrammes of flour, &c.; and the Decree of October 25 suspended all home navigation dues on cargoes of grain, flour, rice, potatoes, and dry vegetables carried by the rivers and canals until September 15, 1862.

By this co-operation between the Government and private enterprise, the panic which the scarcity had at first caused in the money market was soon got over. But although France was able to withdraw 300,000,000 francs in specie from the circulation, it was impossible that commerce in general should not be sensibly disturbed by the necessity which had suddenly arisen for the purchase of such quantities of corn.

I alluded to this above, as being one of the causes which had produced a depressing effect upon commerce in 1861, and I cannot agree with the organs of Protection and Prohibition which attribute the stagnation of commerce to the system of Free Trade in which France has embarked.

It is, indeed, impossible to form a correct judgment of the state of trade in France during 1861 until the official Returns are published; we can only arrive at an approximative conclusion by summing up the Returns of the Imports which have appeared every month, and I accordingly inclose a comparative statement (Table No. 1) of the imports into France during the years 1861, 1860, and 1859.

Two points in this Return are especially worthy of attention; the first is, that there has been a considerable increase in the importation of all the great articles of consumption, such as cattle, wines, and spirits, cocoa, coffee, coal, coke, wool, cast iron, &c. The increase is particularly remarkable in the case of cast iron, the importation of which has, as compared with 1860, been nearly quadrupled; and this increase is principally in the quantity imported from England. In 1860 there were imported from England, 211,315 metrical quintals, while, in 1861, the amount was 981,981 metrical quintals. With regard to raw wool, the quantity imported from England has increased from 121,765 metrical quintals in 1860, to 150,292 metrical quintals in 1861, or by about 25 per cent.

The second point to which I would call attention is, that the reduction of the duties which were formerly too high, or the admission of articles hitherto prohibited, has by no means produced that sudden inundation of the market which the advocates of the old system of Protection foretold and with which they sought to alarm the country. Thus the importation of tissues of cotton and wool together has not exceeded 20,000,000 metrical quintals, of which amount nineteen-twentieths came from England. If any branch has for a moment suffered by the reform of the Tariff, it is the Customs, the revenue arising from the import duties having fallen to 126,740,000 francs in 1861, from 131,385,000 francs in 1860, and 189,493,000 francs in 1859. There is, therefore, a diminution in 1861 of 5,000,000 as compared with 1860, and of 63,000,000 as compared with 1859; but the Government had estimated the deficit to be expected at 60,000,000 at the least, and was prepared to submit to a loss of 80,000,000.

It seems now to be the opinion of the great majority of the French people, who formerly were such ardent Protectionists, that this loss in the Customs would easily and promptly be recovered through the new impulse which has been given to commercial enterprise, were the general aspect of affairs in the political world more settled, and were general causes which produce depressing effects to be removed.

It is to these general causes, again, that impartial people in France attribute the diminution which will be found in the exports during 1861, and not, as the Protectionists would fain prove, to the inauguration of commercial liberty. Independently of local drawbacks and disappointments at home (for instance, bad vintages, &c.), it is impossible to deny that the export trade in 1861 has fallen considerably.

I inclose a Return of the principal articles exported as compared with the two preceding years (Table No. 2). There is little doubt that the falling off we observe in this Return is principally to be attributed to the struggle now going on in North America, by which France has lost so important an outlet for its produce. In support of this assertion I may point out, that during the year 1861, the United States have only consumed 85,000 hectolitres of French wine, whereas, in 1859, they took 218,000 hectolitres; of French millinery they only made purchases to the amount of 170,000 francs in 1861, while in 1859 the amount was 877,000 francs; and in the fall in the exports of silk tissues, from 37,000 metrical quintals in 1860, to below 28,000 metrical quintals in 1861, it is again the United States which most contribute to the loss. It is not believed, however, that the total falling off of the export trade in 1861 will exceed a value of 200,000,000 francs, so that the excess in favour of the export trade over the import trade would still be about 200,000,000 to 250,000,000. In 1858 the excess in favour of the imports was 400,000,000, in 1859, 600,000,000, and in 1860, 550,000,000. If for 1861 we assume a falling off of 200,000,000 in the exports, and an increase of 100,000,000 in the imports, the result is about 2,500,000,000 francs for the imports, and 2,750,000,000 for the exports—a result which is not without promise.

The movement of the navigation in 1861 gives further proof of the falling off which has been felt, especially in the sales of French goods in foreign markets I inclose a Return of the number of vessels which have entered or cleared out from French ports during the last three years (Table No. 3). It will not be before the end of the present year that the detailed Returns of the commerce of France with foreign nations, and of the value of the merchandize imported and exported, will be published by the Department of the Customs. Their Report for 1860 has, indeed, only just appeared, and from that I will content myself with mentioning that during the year 1860 one-third of the whole number of foreign vessels which entered or cleared out from French ports was under the British flag. During that year 9,077 British vessels, of an aggregate tonnage of 1,256,000 tons, entered French ports, and the number which cleared out was 9,039 vessels, 1,261,045 tons. The amount of tonnage dues levied on British ships, upon their entrance into France, was 1,470,338 francs, out of a total amount of 4,531,682 francs levied upon the vessels of all other foreign nations.

To return to the year 1861, I will now proceed to give a few details regarding the "movement of the precious metals." The following figures show the flux and reflux of gold and silver in 1861 as compared with 1860:—

SILVER.

	1860.	1861.
Imports	6,567,516 hectogrammes	8,728,642 hectogrammes
Exports	14,410,370 „	11,694,244 „
Excess of Exports ..	7,482,854 hectogrammes	2,965,602 hectogrammes

GOLD.

	1860.	1861.
Imports	1,568,686 hectogrammes	813,230 hectogrammes
Exports	530,329 „	912,688 „
Difference	+1,038,357 hectogrammes	−99,458 hectogrammes

It appears from these figures that the drain of silver, which had been so heavy during ten years as nearly to cause silver coins to disappear from circulation in France, had, in 1861, considerably diminished. For the excess of the exports over imports of silver in 1861 was reduced to 2,965,602 hectogrammes, whereas, in the preceding year, it amounted to 7,842,854 hectogrammes. With regard to gold the change to be observed is far greater in the reverse sense, for while during the last ten years the stock of gold had been constantly increasing in France, in 1861 she exported more gold than she imported. This change, which is attributable to general causes (the American difficulties among the number), sufficiently explains why the Bank of France recurred on July 4, 1861, to payments in silver. after having for ten years steadily refused to allow any of its stock of silver bullion to leave its coffers. Even at the beginning of 1861 the Bank of France had exchanged in London and St. Petersburgh 100,000,000 of francs in silver for gold, in order to avoid being obliged to pay French customers in silver. The Bank was at that time afraid that as silver was at a premium in the market, everybody would wish to obtain it; now, however, the Bank pays in either gold or silver indifferently, and the two again circulate in France without inconvenience either to the public or to the Bank. It was only at the time when it suddenly became necessary to purchase large quantities of corn that the Bank became alarmed and raised its rate of discount to 5½ per cent. on the 25th of October, and a week after to 6 per cent. The following Table gives a summary of the Returns published by the Bank on the second Friday in every month during 1861:—

BANK OF FRANCE, 1861.

Months.	Specie.	Bills becoming due.	Advances.	Notes in Circulation.	Accounts Current.	
					Treasury.	Private.
January	349	608	115	785	82	207
February	380	472	98	735	61	196
March	396	444	82	728	79	166
April	378	454	179	730	80	144
May	393	518	89	744	21	155
June	412	497	83	713	124	187
July	382	543	89	731	121	191
August	395	548	88	758	136	180
September	386	507	87	757	120	144
October	304	580	85	766	57	145
November	285	607	75	728	56	157
December	325	614	69	716	110	143

The above figures represent Millions of Francs.

It will be seen by the last lines of the above Table that the capital of the Bank, which at the opening of the autumn had been so largely drawn upon, had, by the end of the year, in a great degree recovered itself; and profiting by the confidence inspired by the accession of M. Fould to the office of Minister of Finance, the Bank was enabled in December to reduce the rate of discount to 5 per cent., and, on the 21st January, 1862, to 4½ per cent. The Report of the Bank for the year 1861, which is generally submitted to the general meeting of the Governors and Directors on the 31st of January in each year, is not yet published.

The general meetings of the Directors of the Railway Companies do not take place before the end of April; but quarterly Returns of the railway traffic, receipts, &c., are published by the Government, and from these I subjoin the following summary, which, however, only reaches as far as September 30, 1861:—

I.—Old “Reseau” (Network).

Name of Railway.	Average open.	Receipts in		Increase in 1861.
		1861.	1860.	
	Kilomètres.	Francs.	Francs.	Francs.
Northern	956	45,980,301	24,305,481	1,674,840
Eastern	959	36,482,275	33,777,297	2,705,076
Western	900	37,287,878	35,344,004	1,943,874
Orleans	1,476	52,567,816	48,740,537	3,827,279
Paris to Mediterranean	1,411	86,531,102	72,374,024	14,157,078
Lyons and Geneva	237	5,492,384	5,040,051	452,333
Southern	796	20,951,650	16,724,010	4,207,640
Others	252	4,479,880	3,716,398	794,372
Total	6,987	289,753,284	260,021,702	29,755,472

II.—New “Reseau.”

Name of Railway.	Average open.	Receipts in		Increase in 1861.
		1861.	1860.	
	Kilomètres.	Francs.	Francs.	Francs.
Northern	41	248,809	37,928	210,881
Eastern	741	14,894,091	13,150,982	1,743,109
Ardennes	165	2,894,600	2,642,673	251,927
Western	312	3,335,597	3,166,815	168,782
Orleans	474	4,381,297	3,228,117	1,153,180
Paris to Mediterranean	536	15,297,647	13,173,327	2,124,320
Dauphiné	133	2,241,530	1,983,386	258,144
Southern	99	664,709	557,605	107,104
Total	2,506	43,940,833	37,940,833	6,017,447

III.—THE OLD AND THE NEW TOGETHER.

	Average open.	Receipts in		Increase in 1861.
		1861.	1860.	
	Kilomètres.	Francs.	Francs.	Francs.
Old Reseau	6,987	289,753,284	260,021,702	29,755,472
New Reseau	2,506	43,940,833	37,940,833	6,017,447
Total	9,493	333,694,117	297,962,535	35,772,919

The total length of railways open for traffic in France on September 30, 1861, was 9,891 kilomètres, and on September 30, 1860, 9,384 kilomètres, which shows an increase of 507 kilomètres, and the length of the new lines to be terminated in 1862 is calculated as likely to be 1,129 kilomètres, or 705 English miles.

(Signed) W. G. GREY.

P.S.—Since the above was written, I have received a letter from a gentleman to whom I had applied for information as to the present state of things at Lyons and St. Etienne. As it appears to me to support the views which I have ventured to express in the above Report, I subjoin a translation:—

"*Paris, February* 5, 1862.

"I have not received from Lyons the precise details which I had asked for, and my correspondent only gives me a general view of the state of affairs. He says that one half of the workmen at Lyons are out of work, that one quarter of them only work half time, and that the remaining quarter work full time. This standstill ('chômage') is not caused by the Commercial Treaty with England, of whom the Lyons manufacture has no reason to be afraid. It is caused alone by the want of orders from abroad. North America and Mexico have ordered nothing. South America orders less by one half than it did in former years. The East and Constantinople hardly take anything; and even England, which used always to order the richest stuffs, has greatly curtailed its orders this year, which is attributed to the mourning for the Prince Consort.

"There is, however, a general cause for the falling off of consumption, and, consequently, of production, namely, the uneasiness which prevails with regard to the East, to Italy, and to America, and the consequences of a bad harvest, which necessitated the export of 3,000,000 francs in specie. All interests in the world are in close relation to one another; thus luxury ('le luxe') depends on competence, and in the present state of political uneasiness the latter seeks retirement. This state of things must, above all, affect Lyons, whose industry is only supported by 'le luxe.' It is said (but I believe this to be somewhat exaggerated), that 100,000 workmen at Lyons are now dependent on public and private charity. Subscriptions for this purpose are advertised in all the papers, but charity cannot replace work. What I say of Lyons applies equally to St. Etienne; the ribbon trade, especially as regards rich manufacturers, follows suit to the silk trade. Switzerland is a formidable rival in the manufacture of common ribbons.

"The 'Presse' newspaper of to-day contains an appeal from the Mayor of St. Etienne, which confirms what I say.

"There is a general feeling of uneasiness in the country, and if France suffers, it is on account of general causes, and not specially on account of the Treaty of Commerce, as the Protectionists are pleased to assert."

The following is the extract from the "Presse" above alluded to:—

"M. le Maire de St. Etienne adresse la lettre suivante au 'Mémorial de la Loire.'

"'M. le Redacteur,

"'Grâce aux importants secours que nous avons reçus du dehors et aux travaux d'utilité communale activement suivis avec les subventions du Gouvernement, nous sommes, pour le moment, en mesure de faire face aux cruelles nécessités que subissent nos ouvriers sur la soie. Mais les sources où nous puisons peuvent se tarir bientôt, et malheureusement je n'entrevois pas le terme du chômage.

"'Ayez l'obligeance de me prêter la publicité de votre journal pour annoncer à mes concitoyens qu'une souscription au profit des ouvriers en soie sans travail est ouverte à la Mairie.

" 'Les offrandes seront reçues tous les jours non fériés au bureau du Maire, à partir du Lundi 3 courant, de neuf heures du matin à midi et de deux à quatre heures du soir. On pourra les transmettre par lettre ou directement.

" 'Agreez, &c.

(Signé) " 'FAURE-BELON, *Maire*.' "

(No. 1.)—COMPARATIVE RETURN of Importations in 1859, 1860, and 1861.

	Quantities.	1859.	1860.	1861.
Cattle	Heads	567,303	604,348	709,419
Wines of all kinds	Hectolitres	128,828	183,211	254,421
Brandy (Pure)	"	37,408	44,537	94,113
Spirits (3/6)	"	9,392	44,112	74,566
Cocoa	Metrical Quintals	40,944	47,166	51,077
Coffee	"	303,364	343,565	375,654
Cotton and wool from—				
United States	"	750,327	1,148,034	1,094,434
Egypt	"	30,877	33,617	53,679
Other countries	"	35,447	55,370	89,250
Total	..	816,651	1,237,021	1,237,363
Cotton yarns	"	528	410	8,914
Woollen and hempen yarns	"	7,075	16,160	17,267
Coal from—				
Belgium	"	28,265,371	30,031,665	29,341,872
England	"	11,822,543	11,836,619	13,057,306
Germany	"	6,350.839	7,334,762	7,886,075
Other countries	"	21,592	34,819	22,088
Total	..	46,460,345	49,234,855	50,307,341
Coke from—				
Germany	"	1,902,283	2,191,652	2,463,812
Belgium	"	2,596,326	3,085,037	3,164,402
Other countries	"	42,559	48,293	53,107
Total	..	4,541,168	5,324,982	5,681,321
Wool in masses from—				
England	"	87,972	121,765	150,292
Turkey	"	37,673	55,917	75,755
Algeria	"	27,777	65,873	65,829
Other countries	"	241,626	274,352	269,924
Total	..	395,048	517,907	561,800
Machinery and mechanical instruments	Francs	4,066,354	3,552,959	9,428,653
Pig and cast iron from—				
England	Metrical Quintals	265,640	211,315	981,981
Belgium	"	140,166	55,052	168,073
Other countries	"	24,433	23,044	25,525
Total	..	430,239	289,411	1,175,579
Bar iron	"	15,201	4,452	112,280
Steel	"	7,731	3,242	11,482
Copper	"	123,312	132,396	158,194
Zinc	"	238,018	304,930	376,321
Metal wares	"	..	..	59,204
Silks	"	32,518	38,193	36,230
Sulphur	"	515,346	457,455	600,158
Sugar from French colonies	"	932,896	1,151,862	1,132,058
" Foreign colonies	"	596,490	466,795	852,293
Tissues of cotton	"	..	..	3,621,446
" wool	"	..	..	16,384,624
" flax and hemp	"	10,043	14,822	21,764

(No. 2.)—Comparative Return of Exports from France in 1861, 1860, and 1859.

Articles.	Quantities.	1859.	1860.	1861.
Cattle	heads	98,734	106,927	88,042
Common wines—				
England	hectolitres	48,939	110,469	94,852
Italy	,,	646,944	350,592	270,664
Switzerland	,,	217,839	182,599	270,928
Other countries	,,	1,638,311	1,306,319	1,138,847
Total	..	2,452,033	1,949,979	1,775,291
Liqueurs	,,	67,006	70,807	76,527
Spirits of wine	,,	267,352	147,736	141,029
Brandy (pure)	,,	8,824	8,802	6,867
Spirits (3/6)	,,	36,928	16,830	18,040
Cotton wool	Metrical Quintals	326	89,635	133,420
Wool, raw, in masses	,,	12,020	45,235	49,411
Hackled hemp and tow	,,	11,295	15,725	21,240
Books, engravings and lithographs ..	,,	19,987	22,176	20,235
Machinery and mechanical instruments	Francs	6,791,018	8,281,261	7,059,764
Furniture	,,	7,474,325	6,899,608	6,481,297
Millinery	,,	6,417,540	5,533,317	3,964,862
Metal wares	Metrical Quintals	129,751	125,760	115,982
Porcelain, fine and common ..	,,	57,232	58,382	40,092
Soap (not perfumed)	,,	2,472	2,611	20,122
Salt	,,	1,157,192	916,933	1,039,547
Silk	,,	7,657	6,518	7,729
Refined Sugar	,,	1,129	1,342	134
Tissues of cotton..	,,	8,160	38,042	91,973
,, wool	,,	11,542	28,056	75,804
,, flax or hemp	,,	20,040	22,930	24,061
,, silk	,,	35,699	36,795	27,739

(No. 3.)—Return of Number of Vessels Entering and Clearing out from French Ports in 1861, 1860, and 1859.

Name of Port.	Vessels Entered.				Vessels Cleared out.			
	Total		French.		Total		French.	
	Number of ships.	Tonnage.	Number of ships.	Tonnage.	Number of ships.	Tonnage.	Number of ships.	Tonnage.
Marseilles	5,247	1,314,983	2,174	590,127	3,824	952,893	1,860	541,314
Havre	2,963	969,414	753	224,067	1,165	377,743	484	150,080
Bordeaux	1,947	370,269	1,207	180,061	1,067	246,536	595	139,270
Nantes	1,505	194,902	1,308	158,290	316	68,850	281	64,344
Rouen	1,003	125,086	255	31,858	368	42,170	121	16,421
Dunkerque ..	2,276	283,287	553	72,863	622	86,823	199	25,325
Boulogne	1,672	251,753	18	2,010	1,046	173,555	16	1,653
Calais	1,497	217,726	480	56,482	997	131,721	441	53,961
Cette	984	128,453	416	64,536	794	98,818	319	51,485
Dieppe	1,409	240,465	115	18,373	534	89,606	44	10,936
Other Ports.. ..	9,514	838,286	4,367	364,956	6,496	411,704	2,482	191,041
Total, 1861 ..	30,017	4,934,624	11,646	1,763,623	17,229	2,680,419	6,842	1,245,831
do. 1860 ..	25,081	4,017,293	10,681	1,667,093	11,456	2,845,730	8,013	1,342,714
do. 1859 ..	25,013	3,997,504	10,384	1,621,727	20,450	3,038,638	8,782	1,475,181

Belgium.

Report by Mr. Herries, Her Majesty's Secretary of Legation.

Lisbon, January 26, 1862.

Commerce and Industry.

THIS, my last half-yearly Report on the Commerce and Industry of Belgium, must necessarily be scanty, as I have had no opportunity for personal observation since my departure from that country at the beginning of last June. I regret this deficiency the less, however, as I have no reason to believe that I could have found on the spot a very abundant supply of materials for a useful Report.

The accounts which I have seen of the state of trade during the last six months of the year 1861 are singularly meagre and uninteresting, containing little beyond a repetition of what may almost be termed the stereotyped complaints and lamentations which I have so frequently had to record in the course of the last three years; with this difference,—that commercial stagnation has lately been attributed not, as formerly, to political insecurity and apprehensions in Europe, but rather to the civil war in America, and partly also to dearness of food.

In almost all branches of industry business is said to have been dull, and though for a short time at the beginning of the autumn the prospects of trade became brighter, at the end of the year they appeared as gloomy as ever.

The cotton manufacture has, of course, been particularly affected by the high price of the raw material, but to what extent I am unable to say. The difficulty of obtaining raw cotton may, it is thought, occasion the substitution of linen for cotton yarn in mixed fabrics. Such a change has already been tried with some success.

The linen market has been partially supported by extensive demands from France for coarse sackcloth.

Glass and lace have partly suffered from the want of the usual orders from North America.

The woollen manufacture has fared better, and its centre, Verviers, which appears always to feel the pressure of adversity less than any other seat of manufactures in Belgium, has latterly displayed considerable activity. Its ordinary dealings in the two principal foreign markets for its commodities, New York and Naples, have, it is true, been suspended; but its exportations to France, England, Holland, Switzerland, and other countries, have increased, and large supplies of military clothing for the belligerents in North America have afforded some compensation for the loss of its usual business with that part of the world. Contracts have been made for 200,000 mètres of cloth at the price of 5 francs 85 centimes, to be furnished to the Confederate troops in the early part of the winter; and considerable orders have also, it is believed, been received from the Federal Government.

In the coal trade, the most remarkable occurrence in the last six months was a general strike which took place at the beginning of July amongst the miners throughout the extensive district called the Borinage, in the neighbourhood of Mons. This strike was followed by disturbances of so serious a nature that troops were called out, and the riots were not finally suppressed without deplorable conflicts and much bloodshed. These disorders were attributed to some new and grinding regulations imposed upon the working-men by their employers at a moment of distress. The Borinage, one of the most important coal districts of Belgium, contains seventeen towns or villages with 85,000 inhabitants, whose means of subsistence is derived almost exclusively from mining. It supplies about one-third of the total quantity of coal estimated in Belgium. In 1858 the number of miners employed was 25,250, whose wages amounted altogether to 18,607,700 francs.

The pits are for the most part in the hands of companies which during several years realized large profits from a sort of monopoly that, by combination among themselves, they had not only secured in many Belgian markets, but also in those of the north of France. But their ingenious contrivances, mentioned in some of my previous Reports, for limiting production and artificially raising prices, had the effect of calling into existence a competition which they have found very detrimental to their interests. Their prosperity has declined, and with it the formerly thriving condition of the mining population.

Concerning the iron trade there are conflicting accounts, but on the whole it seems to have sustained itself better than almost any other branch of industry in Belgium. The exportation of sheet iron has been considerable, and that of rails, sent chiefly to Spain and Russia, still more so. The foreign demand for machinery continues likewise to be kept up. Thus, for example, thirty locomotives, &c., for the Madrid and Saragossa Railway, have recently been ordered of one Belgian firm, which has also contracted for the supply of the whole of the locomotives, carriages, trucks, turn-tables, iron bridges, &c., required for the Russian line now in course of construction to the Sea of Azoff.

The gunmakers of Liege have been fully employed. The value of the fire-arms exported during the eleven months ended December 1, 1861, is estimated at 15,638,000 francs, whereas for the whole year 1860 it did not exceed 12,000,000 francs, and was not more than 10,000,000 francs in the twelve months of 1859. The exports of 1861, above mentioned, were distributed thus: to France, to the value of 7,500,000 francs; Great Britain, 2,373,000 francs; Zollverein, 2,733,000 francs; Netherlands, 818,000 francs; Hanse Towns, 510,000 francs; Brazil, 486,000 francs; Italy, 308,000 francs; United States, 175,000 francs.

Among miscellaneous occurrences affecting commerce, the most important was the destruction of the great bonding establishment of St. Felix at Antwerp by fire. The loss of property by that calamity was estimated at upwards of 10,000,000 francs, and the principal sufferers were foreign Insurance Companies.

In some of my former Reports I mentioned the formation, under Government patronage, of a company, styled "Société Belge-Américaine," for direct trade between Belgium and the Southern States of North America. This Company began its operations by despatching a select assortment of Belgian manufactures for exhibition and sale, but the enterprise proved a total failure, and the Company has lately been obliged to wind up its affairs at a considerable loss to the Belgian speculators concerned in the undertaking.

The Treaty with France which came into operation on the 1st of October quickened speculation, but its real effect upon the industry of Belgium can hardly as yet be perceptible. But the benefits to be derived from the extension of commercial relations, which it must surely produce, appear to be generally appreciated. With the exception of some complaints of vexations, formalities, and delays in obtaining certificates of origin for Belgian exportations, few objections seem now to be made to the working of the Treaty; and the Belgian manufacturers are said to be well prepared for competition with their neighbours. It is, indeed, not so much French as British competition that is dreaded by Belgian Protectionists, and the reduction of duties on French goods was avowedly opposed, less on its own account than because it was considered as leading the way to the admission of British manufactures on similar terms.

The declarations of the Government on this subject have given occasion to acrimonious discussions out of doors, as well as within the Chambers, and the policy announced by them has received on one side support not less decided, while much more general, than the hostility it has encountered on the other.

At a Protectionist meeting held in the month of August at the "Cercle Commercial" of Ghent, some violent anti-English speeches were delivered, and resolutions were passed, condemning as imprudent and inopportune the conclusion, at that time, of a Commercial Treaty with Great Britain. A deputation was also sent to convey to the Minister of Foreign Affairs the expression of the alarm alleged to be created among the manufacturing classes by the intentions attributed to the Government, and likewise to solicit the direct intervention of the King to prevent his Cabinet from proceeding with negotiations for a Treaty with England that would ruin domestic industry, &c.

These representations, however, seem to have met with a reception by no means satisfactory to their authors, and the agitation thus attempted made but little impression on the public mind.

As a counter-demonstration a meeting, convoked by the "Association pour la Réforme Douanière," was held at Brussels on the 23rd of September. The subjects proposed for deliberation were—

1. The advantages of a Commercial Treaty with England, considered with reference to the interests of national industry.

2. The injury inflicted upon Belgian industry.
3. The illusions and realities of Protection.
4. The effect of Free Trade in improving the condition of the working classes.

The meeting was very fully attended by persons of all classes and professions. Both the Free Trade and Protectionist parties were well represented, but the former prevailed, and after a stormy discussion succeeded in carrying by a large majority the following Resolutions:—

"Considering that the produce of Belgium is generally free from all duties on importation into England, and subject in the English Colonies to the same duties as the produce of Great Britain;

"That it would consequently be unjust to continue to exclude British produce while admitting that of France; whereas the produce of Belgium is admitted into England on more favourable conditions than into France;

"That this injustice towards a friendly and allied people would tend to alienate its sympathies from us;

"That the interest of national industry cannot be pleaded in defence of this injustice, as experience shows, on the contrary, that the protective system retards the progress of our industry by artificially raising the cost of production, and thus rendering our manufactures less capable of sustaining competition in foreign markets;

"That by thus checking the expansion of our outlets, and consequently the demand for labour, the protective system is particularly detrimental to the working classes;—

"This meeting expresses the desire that, until a more complete reform of our Tariff can be effected, the stipulations of the Treaty between France and Belgium may be applied as speedily as possible to England and other nations."

The principal speaker in support of the Resolutions was the President of the Verviers Chamber of Commerce, M. Gouvy, a woollen manufacturer, who undertook to demonstrate that the Ghent cotton manufacturers were in a more advantageous position than those of Great Britain, whose competition they consequently had no reason to fear. He admitted that raw cotton, machinery, and coals, were dearer in Belgium than in England, and he calculated the difference thereby occasioned in the cost of production of 1 kilogramme of yarn at 7 centimes for the first of those three items; $1\frac{40}{100}$ centime for the second; and $2\frac{44}{100}$ for the third; or altogether about 11 centimes, against the Belgian spinner.

On the other hand, he estimated the higher rate of wages in England as equivalent to $12\frac{84}{100}$ centimes per kilogramme; but as he must needs grant that six Englishmen would produce as much as eight Belgians, that item ought to be reduced to $5\frac{24}{100}$ centimes. A more important consideration was that of relative taxation; whereas in Belgium the rates and taxes on a mill containing 20,000 spindles would amount to 1,289 francs, in England those burdens would come to 15,875 francs, the difference being 14,586 francs, which would be represented by 4 centimes per kilogramme of yarn. These two items, with the addition of 25 per cent. commission paid in England but not in Belgium, would make a total difference of 23 per cent. in favour of the Belgian manufacturer.

The Secretary to the Verviers Chamber of Commerce reminded the meeting of the Protectionist agitation in that place against the French Treaty of 1845, and contrasted the annihilation then predicted with the actual fourfold increase in the production of woollen yarn.

The cause of Protection was vigorously defended by some Ghent cotton manufacturers, who failed not to denounce the insidious aggressions of England—a giant seeking to embrace Belgium only to stifle her; but the meagre reports I have seen of their speeches do not enable me to give a correct account of the arguments adduced in support of these notable declarations. These orators met with a rude adversary in the President of the Ghent Working Cotton-spinners' Society, who maintained that the interests of the class he represented were by no means, as it had been asserted, identified with those of their employers. He denied that the operatives of Ghent were in a thriving condition, or that they had ever derived any benefit from Protection: as to wages, he said, though nominally sufficient they were so much diminished by deductions of all sorts as to become in reality very low indeed; and the proof of the misery of the working classes was the frequency of coalitions and strikes at Ghent. Their masters told them that Free Trade would plunge them in distress; but they answered, we are so already, thanks to you, and have nothing to lose by any change; we have suffered for the last thirty years under a system of Protection, now let us try Free Trade.

Similar opinions have been expressed on other occasions at special meetings of factory men.

The language of several of the leading Belgian journals has been very unfavourable to the pretensions of the Ghent cotton lords, as a few extracts from a number of articles on this subject may serve to show.

The "Economiste Belge," commenting upon an article in the London "Economist," says: "We must allow that the grievances so clearly stated are well founded, and we cannot conceive why our Government, from compliance towards a miserable set of Ghent Protectionists, should expose itself to the just reproaches of the most considerable organs of public opinion in England. We are indeed under obligations to England, both economically and politically. Previous to Sir Robert Peel's admirable reforms our exportations to that country were insignificant, not exceeding 9,073,000 francs in 1842. They gradually rose to 76,641,000 francs in 1859; and under the influence of Mr. Gladstone's last reforms they will soon amount to 100,000,000 francs. It is to its outlet in England that our agriculture owes the progress it has made in the last fifteen years, and the same outlet has enabled our provinces of Flanders to recover from the disastrous crisis of the linen manufacture. The Ghent manufacturers themselves sell in that market yarn to the amount of nearly 1,500,000 francs, and in some years, as in 1854, they have disposed of woven goods to the value of 1,300,000 francs. Our relations with England are the chief support of the commerce of Antwerp. England could bring about a disastrous crisis in most branches of our industry, without sensible damage to herself; for her trade with Belgium is only one-fortieth part of her whole trade, whereas our commerce with England makes a sixth of our foreign dealings. We depend upon her much more than she depends upon us. What does she ask? To be treated better than France? She might do so, certainly, on the principle of reciprocity so often invoked by our adversaries, for her Tariff is more liberal than the French Tariff; she admits free of duty the greater part of our agricultural produce (with the exception of chicory) and all our manufactures, while the same articles are subject, on importation into France, to duties from 10 to 15 per cent. But England does not go so far; she does not ask for reciprocity, but only for equality; all that she demands is, that her produce should not be more heavily taxed than French produce in our market. We are, as we have before observed, under obligations to England in an economical point of view; politically we are so much more. Thanks to England the Kingdom of Belgium was able to establish itself in 1830; thanks to England it has been able to preserve itself since 1851. Suppose the English nation had not been firmly resolved to oppose the annexation of Belgium to France, and does any one believe that the Kingdom of Belgium would still be marked on the map of Europe? We ought, above all things, to avoid anything that can weaken the interest that John Bull takes in the preservation of the Kingdom of Belgium. Now, suppose our Government continues to yield to Protectionist influence, and that we do not extend to English produce the advantages we have just given to French produce, what will happen? Why, our Tariff being less liberal for English produce than the French Tariff is since the Treaty of Commerce, it will be for the interest of the English, in an economical point of view, that Belgium should be annexed to France."

In another article of the same journal (the "Economiste Belge") I find the following remarks on the Cotton Protectionist meeting at Ghent:—

"The Ghent papers of this week have given us simultaneously the report of the meeting convoked by the cotton manufacturers in opposition to the Treaty of Commerce with England, and the sentences of imprisonment for terms varying from eight days to three years (with the addition of about three months' preventive detention), pronounced by the Correctional Court on the operatives concerned in the late coalition. It is almost superfluous to point out the connection which exists between these two subjects. It is well known that there is no centre of manufacturing industry where the working men are so ill paid and ill used as at Ghent, and we have recently had occasion to observe that the wages of a Ghent operative hardly amount to a third of those of an operative at Manchester. We have also established that the working man of Ghent is ill-paid and ill-used, because the manufacture is protected. The effect of protection has been to check the development of our cotton industry, which is now left, along with hosiery and carpet-making, behind all other branches of manufacture. While in Switzerland the cotton manufacture under a system of Free Trade advanced from 300,000 to 1,200,000 spindles in the period between 1830 and 1855, in Belgium its progress in the same interval was only from 300,000 to 400,000 spindles. The outlet for labour afforded by it has, therefore, remained nearly stationary, which explains how it is that wages have not increased even in proportion to the increase of the cost of necessaries of life. Most of the protected manufacturers besides, having kept their old machinery, are not in a condition to pay high wages. They can only sustain themselves by exacting a maximum of work for a minimum of wages, and thus we may form a notion of the deplorable condition, both physical and moral, of the working classes of Ghent. Enter that city, formerly so renowned for the vigour and intelligence of its artizans, and you will be grieved and astonished at the appearance of the decrepit and sickly population that comes out of the mills. Examine the workmen, and you will hardly find one out of ten who can read. This protected industry has literally devoured the flesh and the intellect of the operative, whom it forces to work till he can work no more, beginning at 9 or 10 years old, and has given him in exchange for his labour only the minimum quantity of potatoes, bread, beer, and gin that is necessary for his bare existence, &c."

The "Précurseur" of Antwerp says on this subject:—

"As to the cotton manufacture, which is so particularly hostile to the Treaty of Commerce, is there any real obstacle to prevent it from competing with that of Great Britain in the home market as it does in some foreign markets? Cotton is 2 per cent. dearer at Ghent than at Liverpool, it is true, but labour is 40 or 50 per cent. cheaper; coals and machinery are as cheap, and means of transport are not more deficient. Whence arises, then, the superiority of English industry? From the fact that the industry of Ghent, too long protected, has done nothing for the improvement of its machinery, for the extension of its outlets, for better and cheaper production."

The "Union Libérale de Verviers" observes:—"The meeting at Ghent occupies the whole of the Press. The Clerical journals turn it to account as a means of opposition. But everybody laughs at the pretensions of the cotton manufacturers, who boldly tell us that the Belgian market belongs to them, and that they do not choose to be disturbed in their enjoyment of it. Belgium will reply that she has established free competition for articles of food, for iron, and coal; that she wishes her weavers may procure, as cheaply as possible, their linen, woollen, and cotton yarns, and that the Ghent cotton spinners are very lucky in having obtained a protective duty of 15 per cent., while linen and woollen yarns have no more than 3 or 4. She will reply that since linen and woollen woven fabrics must compete with similar foreign articles at a duty of from 10 to 15 per cent., cotton fabrics have no right to a higher protection. . . . . . . The men of Ghent, with all their meetings, will not raise any agitation in the country. People shrug their shoulders when they read the enormities produced at those meetings. . . . . . The time is past when special interests could prevail over the general interest, and one branch of industry could dictate to all others. The French Treaty is a reform of the Customs, and the Tariff which has been agreed upon with France will be granted to all nations that give us the same conditions."

Many other passages of similar import might be quoted from newspapers and pamphlets, but I have not space for them in the present Report.

The last Annual Reports of the majority, including some of the most important of the Chambers of Commerce, as Antwerp, Verviers, Brussels, Mons, Namur, Roulers, Ostend, Bruges, Courtrai, either expressly or by implication approve the Treaty with France, and recognize the expediency of making commercial arrangements on similar terms with other countries, and particularly with Great Britain.

An indication of the progress of liberal commercial opinions in Belgium was afforded in the earlier part of the year by a remarkable discussion which took place in the Antwerp Chamber of Commerce on a series of Resolutions proposed by M. Joffroy, a member of that body, to the following effect:—

"That the question of the abolition of the Customs in Belgium has a twofold aspect, the Customs being at the same time an instrument both of protection and of revenue.

"That with regard to protection, the present Tariff, by reason of the obstacles raised by it to international dealings, is unsuited to the wants of Belgian commerce and industry.

"That the produce of that industry supplied to foreign countries has a constant tendency to increase, but that the difficulty of obtaining raw materials cheaply, and the want of the wholesome stimulus of competition, check the growth of our manufactures.

"That our manufacturers exporting their produce, as they do, can have no reason to fear foreign competition at home.

"That, besides, if the protective system be, in truth, beneficial to industry, all branches of industry ought to be protected alike, it being impossible, without injustice, to favour one at the expense of the rest, but that, nevertheless, commerce and agriculture have entirely ceased to be protected.

"That one of the effects of this system is an agreement among producers for the establishment of a monopoly very burdensome to the consuming public, so much so that certain articles manufactured in Belgium are sold at a lower rate abroad than in our own market.

"That as to the reciprocity demanded of other countries, we ought not to let our road remain blocked up because our neighbour will not keep his own road clear; that, besides, one concession calls forth another, and liberal measures have an expansive force, which ends by overcoming all resistance.

"That it is not merely by a high scale of duties that the Customs do mischief, but also by the numerous formalities affecting commerce and industry, and which, whether the duties be high or low, are equally vexatious; that, although every reduction of duty is equivalent to an increase of the public wealth and is, doubtless, a considerable progress, such progress is, nevertheless, insufficient, since Tariff reforms always leave subsisting the formalities, restrictions, and annoyances of the Customs.

"That, in a fiscal point of view, Customs duties constitute the worst and most expensive mode of taxation on account of the cost of their collection; the receipts amounting, after deduction of the tonnage dues that must soon be taken off, to about 16,000,000 francs, and the cost of collection to about 5,000,000, or 31 per cent. on the gross produce.

"That in order to be able to abolish the Customs duties, it would only be necessary to procure an annual sum of about 10,000,000 francs, a smaller sum than that which was required to meet the abolition of the town dues ('octrois').

"That in the prosperous condition of our finances, which is shown to exist by the Government itself, no sacrifice of revenue would be more profitable than one which would set free the wings of our commerce and industry from the network of restrictions and formalities which now confines them.

"That such a sacrifice could only be temporary, inasmuch as the immense development of the wealth of the country, which would be the consequence of it, must occasion an incalculable increase of revenue from the other taxes.

"That the Customs duties can be abolished, although the Excise duties, which it would only be necessary to modify, be retained; the nation would gain 6,000,000 by the transfer of the 10,000,000 of net receipts from Customs to other branches of revenue, and the 5,000 officers required for the collection of these duties would, instead of impeding business as they do at present, contribute, along with the rest of the community, to the increase of the public wealth.

"That, in the opinion of this Chamber of Commerce, it is on all these grounds desirable that the whole system of Customs in Belgium should be completely put an end to, the entire removal of those barriers being necessary for the welfare of industry, of commerce, of the country generally, and of Antwerp in particular.

"These resolutions shall be transmitted to the Government and made public."

M. Joffroy's notion was warmly opposed, both on protectionist and on financial grounds, the latter being not only the difficulty of finding a substitute for the Customs revenue, but likewise the alleged impossibility of maintaining the Excise on a variety of articles of general consumption after the abolition of the import duties to which they are now liable. After a prolonged debate, however, which lasted for six days, the Resolutions were put to the vote, with some slight modifications, and carried by 12 ayes to 9 noes. The Verviers Chamber of Commerce, to which they were communicated, unanimously adopted them, and they have, likewise, received the approval of other commercial bodies.

At the close of the annual session of the "Superior Council of Industry and Commerce," a body composed of delegates from the several Chambers of Commerce and of official nominees of the Departments of Foreign Affairs, the Interior, and Finance, various measures considered as important to trade were recommended to the Government for adoption, and among others the acceleration of Customs reform on liberal commercial principles, and, in particular, the removal of burdens upon materials for the building and equipment of ships, &c.; the completion of the system of internal navigation, and the reduction of tolls; the speedy abolition of tonnage dues; the reduction of charges for pilotage; the more rapid revision of the Commercial Code; the establishment of a line of trans-Atlantic steamers to be assisted by grants of public money, &c.

(Signed) EDWARD HERRIES.

Mr. Barron, Her Majesty's Secretary of Legation, to Lord Howard de Walden.

Brussels, January 26, 1862.

Commerce, Tariff, and Scheldt Toll.

My Lord,

FOR my yearly Report on this country I propose to exhibit, in the most compact form, the leading phenomena of its commerce during the years 1860 and 1861; the state of the Belgian Tariff, especially as affecting British trade; and lastly, the principal statistics connected with the shipping trade and Scheldt dues. I subjoin a series of eleven synoptical Tables, all, with one exception, abridged by myself from the official statistics, and showing at a glance the fluctuations under the above heads for the year 1860 (the last for which Returns have been published), as compared with the average of the five preceding years. Four of these Tables will be found to bear exclusively on the interests of British trade, as being a subject specially prescribed by the Circular of February 24, 1857, and one of special opportunity at the present moment. My own remarks will be confined to a review of the facts recorded in all these Tables, as well as of those ascertained for 1861, and to the statement of any conclusions fairly derivable from them in reference to British interests. These remarks will fall into three different heads, viz.:—

I. Imports and exports.
II. The tariff and trade with England.
III. Shipping trade and Scheldt toll.

2. The Belgian statistical tables are drawn up with great fulness and accuracy of details, perhaps even with too much of the microscopic minuteness of the Dutch school of art. In point of completeness, the "Tableau Général du Commerce avec les Pays Etrangers" leaves nothing to be desired, but it required to be much sifted and condensed in order to afford the summary results useful for my purpose. In the "Etats de Développement" of imports, each of the 377 articles of the Tariff is subdivided into as many fractions as there are countries from which the article was imported; then separate schedules are reserved for the quantities of gross imports, of imports for home consumption, of imports by sea, of imports by land, and then again for the values, under two separate valuations, of each of these denominations.

3. All statistics of value can only be approximatively, not rigorously correct. Few goods pay duty *ad valorem*. In some countries, as for instance, in Portugal, the declaration of the merchant is accepted as the sole voucher for the value of each parcel. Here a more complicated method is used for the purpose of securing statistical accuracy. Certain official average prices were fixed in 1833 for all commodities mentioned in the Tariff, and are called the "permanent" values. These values are revised after every year, before the publication of the "Tableau Général," and a new scale of average prices is adopted for this "Tableau," based upon the actual market prices of the year in question, and termed the "variable" or "actual" values. These latter are the values given in the following Tables, and in all this Report, unless it be otherwise specified.

4. One imperfection common to both English and Belgian statistics is perhaps unavoidable, but acts as a very disturbing element in all calculations. Many goods paying little or no duty, are entered for home consumption, and afterwards re-exported, thus figuring both as "imports" and "exports," though only entitled to be recorded under the head of "goods in transit." This is done for the sake of avoiding the formalities attendant on a declaration of transit. Thus the figures of both imports and exports are unduly swelled by large quantities of hides, raw animal substances, metals, minerals, earths, resin, &c. The real quantities of these articles retained for home consumption must remain absolutely unknown. In Belgium this statistical inconvenience is only felt in the case of raw materials, which alone are free of duty; but it is certain that the enormous figures standing for imports and exports must not be considered as the true exponents of the consuming and producing powers of the nation. For the above reason, it is actually impossible, however desirable it must be, to ascertain the amount of British produce consumed in Belgium, or, *vice versâ*, the amount of Belgian produce retained for home consumption in the United Kingdom.

SECTION I. *Imports and Exports.*

(No. 1.)—SUMMARY STATEMENT of the Imports, Exports, and Transit Trade of Belgium from or to all countries in 1860, as compared with the average of the five preceding years.

Values expressed in millions of francs and decimals of a million. Sums of less than 1,000 francs are not expressed, but are included in the totals.

From or To.	Imports.		Exports.		Transit (Outwards).	
	Average.	1860.	Average.	1860.	Average.	1860.
Russia	20·618	28·423	4·138	6·327	1·011	1·130
Sweden and Norway	4·742	8·076	1·291	1·625	0·214	0·255
Denmark	2·040	7·129	0·830	1·193	0·535	0·625
Zollverein	47·196	51·940	43·440	61·914	146·109	120·360
Mecklenburg-Schwerin	0·087	0·760	0·539	0·486	0·071	0·007
Hanse Towns	3·285	6·660	10·677	11·479	4·020	4·705
Netherlands	82·518	101·913	56·516	62·590	46·539	61·161
Great Britain	76·098	82·516	67·921	95·406	54·802	82·975
France	85·223	109·572	144·947	161·750	126·249	98·297
Portugal	0·685	0·897	0·221	0·233	0·238	0·132
Spain	2·988	4·437	3·307	10·394	0·995	0·876
Sardinia	0·609	0·510	3·923	6·923	0·447	0·122
Switzerland	1·405	1·036	1·007	5·960	0·306	7·170
Austria	1·011	0·552	2·600	1·755	1·365	1·163
Parma, Modena, Lucca, Tuscany, Roman States	0·589	0·206	1·028	1·167	0·211	0·313
Two Sicilies	1·078	1·473	2·344	0·452	0·094	0·125
Greece	0·254	0·120	0·275	0·410	0·011	0·011
Turkey	2·900	2·322	6·779	7·831	0·980	0·623
Africa	2·207	3·141	0·366	0·987	0·040	0·082
Asia	11·534	4·357	1·131	0·691	0·761	0·544
United States	24·723	24·755	13·202	9·666	32·608	22·455
Mexico	0·071	0·077	0·726	0·150	0·205	0·171
Guatemala	0·009	..	0·165	..	0·024	
Cuba and Porto Rico	10·670	8·256	5·778	5·949	1·069	0·581
British America	..	..	0·742	0·613	0·122	0·016
Brazil	9·203	9·813	4·024	4·218	2·621	1·659
Rio de la Plata	25·459	41·234	1·877	4·368	1·254	1·404
Chili and Peru	8·740	13·509	4·599	5·699	1·745	2·330
Hayti, Venezuela, &c.	3·258	3·599	0·138	0·022	0·180	0·009
Totals	429·200	516·687	384·561	470·258	424·832	409·301

(No. 2.)—STATEMENT of the Quantities and Values of the Principal and other Imports of Belgium in 1860, as compared with the Average of the five preceding years, and of the Duties levied thereupon.

Values expressed in millions of francs, and decimals of a million.

Principal Articles.	Quantities.			Values.		Duty, 1860.	
		Average.	1860.	Average.	1860.	Received.	*Ad valorem* effect per cent.
				—		Francs.	
Raw steel	Kilos.	1,249,829	1,709,020	1·420	2·222	17,091	0·8
Coffee	„	19,982,583	18,982,829	29·090	31·955	2,473,360	7·8
Coals	Tons	104,206	97,009	1·699	1·552	164,917	10·6
Raw cotton	Kilos.	11,960,098	15,378,209	16·749	21·247	...	Free
Copper, raw	„	1,616,288	1,249,615	4·893	3·249	...	Free
„ rolled or beaten	„	392,744	415,247	1·838	1·163	45,593	4·3
Manures	„	52,417,737	63,156,116	13·105	15·789	...	Free
Flax and other fibres	„	10,871,191	12,913,228	15·625	17·388	236	Free
Yarns, cotton	„	271,132	243,593	2·415	2·674	145,562	6·3
„ linen	„	52,752	37,996	3·325	2·064	29,855	12
Oleaginous seeds	„	55,899,635	70,758,978	23·665	25·243	164,279	0·7
Cereals	„	162,499,763	254,086,569	45·327	68·904	1,608,065	2·3
Tallow, &c.	„	1,521,686	1,657,163	1·927	1·989	17,090	2·1
Oil-fat manufactures	„	1,685,325	2,446,457	2·013	2·944	40,527	2
Wool, raw	„	11,329,575	13,964,300	45·732	53·163	...	Free
Machinery	„	1,785,670	2,374,686	2·080	2·198	168,018	7·1
Metals and ores	„	?	66,103,883	5·462	9·255	...	Free
Hides, raw	„	?	19,760,850	18·867	44·857	...	Free
„ dressed	„	290,407	380,344	1·904	2·535	73,592	2·10
Fish	„	?	?	3·216	3·331	181,806	5·4
Chemicals	„	?	?	1·574	1·895	515,900	11·4
Resin and bitumen	„	17,717,040	31,323,462	3·790	7·204	...	Free
Rice	„	32,799,509	27,067,359	11·393	8·191	299,114	4
Rough salt	„	40,574,152	40,513,158	1·623	1·621	...	Free
Silk	„	72,020	76,917	3·447	3·417	...	Free
Raw sugar	„	22,021,715	20,520,271	17·352	14·980	246,244	1·6
Carpets	„	40,043	51,801	363	·481	70,159	14·5
Tissues, cotton	„	305,633	335,338	4·640	4·562	906,429	19·8
„ wool	„	613,044	529,209	13·640	11·272	1,556,332	13·7
Tulle and lace	„	?	?	1·343	1·268	177,654	14
All other articles	„	?	?	130·183	148·024	7,164,971	4·8
Totals	...	...	...	429·200	516·687	15,760,794	3·4

(No. 3.)—STATEMENT of the principal and other Imports from the United Kingdom in 1860, as compared with the Five Years' Average. (Values in millions of francs.)

Principal Articles.	Quantities.			Values.	
		Average.	1860.	Average.	1860.
Raw steel	Kilogrammes	770,246	1,156,868	0·878	1·504
Coffee	„	598,116	1,677,961	0·685	2·517
Coals	Tons	44,314	42,988	0·716	0·688
Raw cotton	Kilogrammes	4,466,556	8,441,397	5·498	10 974
Copper, raw	„	894,190	638,525	2·684	1·660
Ditto, rolled or beaten	„	348,025	378,123	1·197	1·059
Manures	„	9,571,976	3,600,615	2·393	0·900
Flax and other filaments	„	1,145,565	1,063,549	1·250	0·937
Yarns, cotton	„	248,174	230,154	2·228	2·544
Ditto, linen	„	849,164	437,665	3·282	1·979
Oleaginous seeds	„	15,369,797	13,722,906	6·382	4·803
Cereals	„	4,642,199	5,022,318	1·414	1·436
Tallow, grease, &c.	„	726,239	521,670	0·924	0·626
Oil for manufactures	„	361,471	733,112	0·421	0·907
Raw wool	„	3,068,133	3,082,128	12·760	11·736
Machinery	„	1,472,071	1,839,277	1·644	1·516
Metals and ores	„	?	8,933,237	0·557	1·251
Hides, raw	„	?	2,864,903	2·712	6·503
Ditto, dressed	„	149,547	224,514	0·969	1·872
Fish	„	..	..	0·536	0·641
Chemicals	„	..	..	0·975	1·118
Resin and bitumen	„	5,603,627	14,095,771	1·132	3·242
Rice	„	3,198,827	9,989,111	0·999	2·825
Rough salt	„	26,806,122	26,775.277	1·072	1·071
Silk	„	25,390	14,059	0·704	0·580
Raw sugar	„	2,521,642	633,806	2·059	0·463
Carpets	„	31,769	46,129	0·297	0·428
Tissues of cotton	„	103,299	102,229	1·568	1·405
Ditto of wool	„	306,084	248,937	6·780	5·352
All other articles	„	..	..	10·572	9·895
Totals	..	..	..	76·098	82·516

(No. 4.)—STATEMENT of the Quantities and Values of the principal and other Exports of Belgium during the year 1860, as compared with the Average of the Five preceding Years. (Values in millions of francs.)

Principal Articles.	Quantities.			Values.	
		Average.	1860.	Average.	1860.
Cattle, sheep, and pigs	Head	233,010	233,204	13·717	14·758
Butter, salted and fresh	Kilogrammes	3,596,353	4,994,434	7·839	10·988
Candles	„	768,384	1,908,988	1·921	4·772
Coals	Tons	2,992,810	3,450,306	49·063	55·205
Horses	Head	14,148	12,949	9·216	8·388
Iron, ore of	Kilogrammes	121,332,990	152,113,557	1·130	3·291
Ditto, pig and old	„	56,302,241	22,086,068	6·315	1·877
Ditto, nails	„	12,552,345	13,650,937	7·580	6·825
Ditto, in bars, plates, &c.	„	28,365,642	62,045,507	6·180	10·693
Flax	„	16,504,178	16,919,757	23·480	25·380
Yarns, cotton	„	321,346	584,072	1·387	3·898
Ditto, woollen	„	497,177	1,656,545	4·660	16·644
Ditto, flax or hemp	„	1,886,589	3,195,438	8·420	14·937
Cereals	„	37,898,164	15,849,397	8·715	3·619
Grease, tallow, &c.	„	2,685,677	3,168,037	3·432	3·802
Hops	„	912,905	1,173,679	2·001	3·991
Wool	„	1,746,459	2,749,481	7·396	10·461
Machinery	„	7,238,011	10,546,028	8·409	12·722
Arms	„	?	?	10·404	12·103
Paper	„	?	?	3·689	5·559
Hides	„	?	13,835,769	13·461	31·407
Sugar, refined	„	18,993,204	20,604,752	16·608	17·101
Tissues, cotton	„	2,257,514	3,016,826	14·390	16·409
Ditto, woollen	„	1,342,894	1,948,963	25·301	34·168
Ditto, linen or hemp	„	3,319,137	4,230,437	22·513	26·741
Lace and tulle	„	?	?	4·067	3·775
Glass	„	?	?	11·606	13·363
Carriages	„	?	?	1·174	4·049
Zinc, raw	„	11,249,410	16,778,421	7·088	8·389
Ditto, rolled	„	7,801,057	9,024,966	6·032	5·860
All other articles	„	?	?	77·377	79·083
Total	..	..	..	387·561	470·258

(No. 5.)—Statement of the Quantities and Values of the Principal Exports of Belgium to the United Kingdom in 1860, as compared with the Five Years' Average. (Values in millions of francs and decimals.)

Principal Articles.		Quantities.		Values.	
		Average.	1861.	Average.	1860.
Butter	Kilogrammes	2,955,380	4,262,018	6·440	9·376
Candles	,,	278,502	713,976	0·696	1·785
Chicory	,,	4,265,422	3,945,775	0·853	0·710
Copper, raw, beaten, drawn, or rolled	,,	61,197	225,770	0·194	0·599
Bark	,,	8,482,782	7,435,602	0·999	1·115
Iron, ore of	,,	4,932,563	18,363,960	0·172	0·638
,, nails, anchors, &c.	,,	665,286	1,244,399	0·401	0·621
Flax	,,	6,087,445	6,519,465	9·959	9·779
Yarns:—					
Cotton	,,	225,129	212,241	0·936	1·056
Worsted	,,	255,654	1,382,498	2·558	14·332
Fruit (not including plums)	,,	?	9,473,631	1·472	2·653
Seeds (not including oleaginous and flax seeds)	,,	185,523	378,820	0·837	0·708
Cereals	,,	13,007,242	4,631,136	3·208	1·039
Hops	,,	138,047	373,171	0·656	1·269
Seed oils	,,	1,707,758	1,035,109	1·966	0·983
Wool, raw	,,	684,147	2,064,117	2·853	7·844
Arms and ammunition	..	?	?	1·704	1·641
Eggs of poultry	Number	?	11,656,576	0·498	0·699
Paper	..	?	?	0·658	1·883
Lead	Kilogrammes	339,368	1,207,537	0·191	0·664
Sugar, refined	,,	6,338,837	6,498,779	5·567	5·394
Pictures	..	..	..	0·465	0·668
Tissues:—					
Cotton	Kilogrammes	57,061	283,254	0·384	1·255
Woollen	,,	208,136	499,363	4·045	8·884
Linen or hemp	,,	89,120	139,869	0·576	1·107
Lace and tulle	,,	?	?	0·562	0·582
Linseed cake	,,	3,407,612	9,008,032	0·675	1·531
Meat (including poultry and rabbits)	,,	1,509,079	1,713,331	1·962	2·227
Zinc	,,	3,659,715	3,442,556	2·813	2·196
All other articles	..	..	..	11·311	9·277
Totals	..	..	..	67·321	95·406

5. The terms "imports" and "exports" are in the above Tables applied exclusively to what is called the "commerce spécial," *i.e.*, to imports declared for home consumption, and to exports considered as native produce, not to goods passing inwards and outwards through the "entrepôts" or in transit, which are also returned as imports and exports, under the schedule of "commerce général."

6. The gross foreign commercial transactions of Belgium ("commerce général") in 1860 amounted to 1,803,250,000 francs, or 8 per cent. more than the average of the five preceding years. The "special commerce" of the same year was 987,000,000 francs in value (39,480,000*l.*), being 15 per cent. more than the preceding year, and 21 per cent. more than the average of the five preceding years. The above figure of 1,803,000,000 francs, or 72,120,000*l.*, for the aggregate commercial movement of this small country in one year is, indeed, prodigious. That year was one of hitherto unexampled activity, but the year 1861 seems to have been still more prosperous, for the first eleven months of it are already known to have exceeded in their results the corresponding period of 1860 by 2 per cent.

7. The import trade for home consumption attained in 1860 the figure of 516,000,000, being an increase of 20 per cent. on the five years' average, which was 429,000,000, and of 12 per cent. on the Returns of the year 1859, which were 451,000,000. The Tables Nos. 1, 2, and 3, will show with what countries this large trade was carried on. It is hardly necessary to add, that the exporting are not always the producing countries, it being impossible to ascertain the latter correctly.

8. According to the "actual" valuation, the principal imports of Belgium followed each other in the following order:—Cereals, wool, hides, coffee, oleaginous seeds, cotton, cattle, flax, timber, manures, wine, sugar, silks, woollens, metals, minerals, tobacco, rice, bituminous substances, dye-stuffs, and merceries. Relatively to the year 1859 there is a notable increase in the imports of skins, grain, resin, manures, cotton, wool, rice, and tobacco; a decrease only in potatoes and

low woollens. In the vast amount of imports there is a very small proportion of manufactured goods. Of all such, the only description imported to any extent are those coming under Article 177 of the Tariff, "mercerie et quincaillerie." These amount to a value of 5,149,955 francs, mostly coming from France. They comprise a variety of small wares made of compound materials, such as steel, amber, wood, brass, tin, ivory, lead, papier mâché, leather, &c. Cotton woven goods come next for a value of 4,500,000, also principally from France; then woollen yarns worth 3,906,000 francs. These amounts will appear insignificant when compared with the large amounts of corn, coffee, cotton, wool, and skins purchased.

9. The exports of (nominally) Belgian produce in 1860 amounted to a sum of 470,000,000, being an increase of 13¾ per cent. above the preceding year, and of 22 per cent. above the quinquennial average. Of 1861 it is known that this advance has received a slight check, as the exports of the first eleven months have fallen off 4 per cent. from those of the corresponding period of 1860.

10. The quantities and values of the principal exports in 1860, as compared with the previous average, are specified in Table 4, so I will now only mention that they stand in the following order, according to their values:—First, coal, then woollens, hides, flax and hemp tissues, flax, refined sugar, worsted yarns, cotton tissues, linen yarns, cattle, glass, machinery, butter, arms, bar iron, wool, raw zinc, horses, nails, rolled zinc, paper, candles, carriages, cotton yarns, grease, lace, and cereals. There was an increased export of most of these articles, the greatest increase being on woollen yarns, hides, linens, woollens, coal, glass, iron, and machinery. There has been a decrease in the items of grain, pig-iron, chicory, seed oils, rice, and cattle. The enormous exports of sugar are very remarkable, and will, with your approbation, form a subject for my future inquiry.

11. In 1861 this latter industry continued to expand, as also those of iron, machinery, arms, and linens; while the exports of coal, worsted yarns, woollens, glass, and zinc, have declined. The exports of fire-arms from Liege acquired a great development. During the first eleven months of 1861 they reached 15,500,000 francs against 12,000,000 exported during the whole of 1860, and 10,000,000 in 1859.

12. Another great staple industry, the iron trade, has been much depressed, notwithstanding increased exports during the year. The number of furnaces and the amount of production have been carried too far. Prices have not been remunerative, and furnaces have had to be blown out. Many rolling-mills are, however, still employed fully in supplying rails to Russia, Spain, and even France; but a great Dutch contract for rails was lost by Belgium, and adjudicated to a Welsh house. The manufacture of the rolling stock of railways has taken a great expansion in Belgium. The great iron-works of Seraing, Couillet, the General Society, the Central Society, Everard and Co., and Delecourt and Co., continue to prosper in this branch of industry.

13. The total exports of 1860 amounted in "actual" values (*i. e.*, those most nearly approaching to the market-value of the time) to 470,000,000 francs, but in the "permanent" values (those settled in 1833) to 545,000,000 francs. This great discrepancy between the two valuations, amounting to a fall of 75,000,000 francs, or 14 per cent., reveals an interesting fact which would hardly be expected, viz., that notwithstanding the general rise of prices throughout Europe, Belgian staples have in twenty-seven years lost 14 per cent. in value, weight for weight. This seemed so contrary to the general tendency of prices of late years as to deserve investigation. While, on one hand, most articles are valued much higher than in 1833, especially cattle, sheep, butter, timber, coal, horses, cotton and linen yarns, corn, grease, hops, hides, lead, distilled liquors, seed oils, oil cake, and meat; some others seem to have experienced, at least according to the Belgian official valuations, a more than corresponding depreciation, viz., swine, candles, iron of all kinds, woollen yarns, flour, machinery, potatoes, bituminous substances, refined sugar, manufactured tobacco, cottons, woollens and linens, glass, zinc, lime, chicory, and flax. This depreciation may probably be attributable to improved methods of production. The most remarkable instance is the exports of glass, which are quoted at 13,330,000 francs "actual" value, and 38,750,000 in "permanent" value for the same quantity.

14. Every year a Commission is appointed to revise and, where necessary, to modify the valuations of all goods recorded as having been exported and imported during the past year. Such average valuations can of course only be proximative, and may be deceptive where so many different qualities are imported under the

same denomination; still they may serve as an index of the general tendency of a market. The principal commodities that were raised in value by the Commission of Valuators for 1860 were,—starch, cattle of all kinds, dye-woods, woollen hosiery, borax, coffee, cinnamon, raw cotton, rags, drugs, bark, woollen yarns, grain of all kinds, bread and biscuit, hops, olive oil, seed oil, bones, cod fish, rice, sulphur, and sugar. The values lowered since the previous official averages were those of cotton hosiery, chicory, wax, iron, flax, dyed cotton twist, linen yarns unbleached, fish oil, hides, hay, tobacco, tea, cotton, woollen, and linen tissues, glass, and zinc.

15. If the exports be compared with the imports for 1860, we should find at the "permanent" values a so-called balance of trade, in favour of Belgium, of 35,000,000 francs, but at the "actual" values, a balance against Belgium of 46,000,000 francs. This enormous discrepancy between the two valuations (amounting to 81,000,000 francs) seems to be more than would be expected from the mere ordinary fluctuations of prices in twenty-seven years. The latter is, no doubt, the more accurate criterion of the present prices of the home market, but it affords no index to the buying and selling prices of the same goods in the foreign markets where they were bought or sold. The difference between the two markets constitutes the profit or loss of the year's transactions, whether on exports or imports. The feature of a so-called adverse "balance of trade" may be in reality a sign of mercantile and national profit; it is observable in the commercial records of Great Britain, France, Netherlands, Portugal, &c.

16. Nine hundred and eighty-seven million francs represent the gross amount of the dealings of Belgium with all foreign countries. Of course the largest share of this trade is, thanks to the preferential Tariffs on both sides, secured to France.

Her share was, in millions	271·3
That of Great Britain	177·9
That of the Netherlands	164·5
That of the Zollverein	113·9
That of Russia	34·8
That of the rest of Europe	84·1
That of America	131·3
That of Asia	5·0
That of Africa	4·1
Total	986·9

17. The transit trade has fallen from 424,000,000 francs, the previous average, to 409,000,000 francs in 1860—a difference of 3½ per cent. (*vide* Table 1). It is still, however, very large, and must be materially encouraged by a recent measure of the Government reducing the Tariff on goods forwarded by the State railway from Antwerp to the Prussian frontier by 4 francs per ton. The transit trade has declined for several years, having attained the maximum of 493,000,000 francs in 1856, and 440,000,000 francs in 1859. The values of goods in transit to England have never been so large as in 1860, viz., 82,000,000 francs; those coming from England were 32,000,000 francs—rather less than the average, but more than the preceding year.

Section II.—*The Belgian Tariff and Trade with England.*

18. I have prepared the two following Tables (Nos. 6 and 7) for the purpose of showing, in the smallest possible compass, the comparative treatment accorded to Belgian products in France and in England, and then, in juxtaposition with that treatment, the reception given in Belgium to the products of England as compared with that given to those of France. These figures will speak for themselves better than any commentary, and would lead one to suppose that the commercial hospitality of Belgium towards foreign nations is in an inverse ratio of that extended by them to her. This would, however, be doing her an injustice, for I believe that the preponderance of public opinion is in favour of redressing this temporary wrong.

(No. 6.)—COMPARATIVE STATEMENT of the Entrance Duties levied in France and the United Kingdom on the principal Articles of Belgian Exportation.

Belgian Produce.	Import Duties.			
	In France.	1861.	1864.	In United Kingdom.
		Francs.	Francs.	
Pig iron	100 kilogrammes = 220 lbs.	2·50	2	Free.
Cast iron purified, called "mazée"	Ditto	3·25	2·75	Do.
Iron, wrought, in bars or rails	Ditto	7	6	Do.
Do. sheet, of divers qualities	Ditto	9 to 60	6 to 50	Do.
Do. sheets tinned	Ditto	16	13	Do.
Machinery	Ditto	9 to 20	6 to 12	Do.
Iron wares, large ("Ferronnerie")	Ditto	9 to 25	8 to 20	Do.
Do. small ("Serrurerie")	Ditto	15	12	Do.
Hardware ("Articles de Ménage")	Ditto	17 to 20	14 to 16	Do.
Nails	Ditto	10 to 15	8 to 12	Do.
Steel, in plates	Ditto	22 to 30	18 to 25	Do.
Do. tools made of	Ditto	40	32	Do.
Cutlery of all sorts	*Ad valorem*	20 per cent.	20 per cent.	Do.
Copper wares	100 kilogrammes	25	20	Do.
Cast iron, manufactures of	Ditto	3¼ to 12	3 to 10	Do.
Zinc, rolled	Ditto	6	4	Do.
Do. manufactures of	Ditto	10	8	Do.
Carriages	*Ad valorem*	10 per cent.	10 per cent.	Do.
Skins, varnished, dyed or grained	100 kilogrammes	100	100	Do.
Flax, yarn of, single, unbleached	Ditto	15 to 100	15 to 100	Do.
Do. do. bleached or dyed	Ditto	20 to 133	20 to 133	Do.
Do. twisted, unbleached	... ...	30 per cent. above duty on single yarn		Do.
Do. do. bleached or dyed	... ...	Ditto		Do.
Do. tissues of, unbleached	100 kilogrammes	28 to 400	28 to 400	Do.
Do. do. bleached, dyed, or printed	Ditto	38 to 535	38 to 535	Do.
Wool, combed or dyed	Ditto	25	25	Do.
Do. yarn of, single	1 kilogramme	0·25 to 1	0·25 to 1	Do.
Do. do. twisted	... ...	30 per cent. above duty on single yarn		Do.
Do. tissues of	*Ad valorem*	15 per cent.	10 per cent.	Do.
Window glass	100 kilogrammes (including "droit de consommation")	5·50	5·50	Do.
Bottles	Ditto	2·10	2·10	Do.
Earthenware	*Ad valorem*	20 per cent.	15 per cent.	Do.
Cotton yarn, single, unbleached	1 kilogramme	0·15 to 3	0·15 to 3	Do.
Do. do. do. bleached	... ...	15 per cent. above duty on unbleached yarn		Do.
Do. do. do. dyed	... ...	0·25 per kilogramme above duty on unbleached		Do.
Do. do. twisted in two strands, unbleached	... ...	30 per cent. above duty on single yarn		Do.
Do. do. do. bleached	... ...	15 per cent. above duty on unbleached yarn		Do.
Do. do. do. dyed	... ...	0·25 per kilogramme above duty on unbleached		Do.
Do. do. unbleached, bleached, or dyed in three strands, single twist	Per 100 mètres	0·6	0·6	Do.
Do. do. do. in double or cable twist	Ditto	0·12	0·12	Do.
Do. tissues, unbleached	Per kilogramme	0·50 to 3	0·50 to 3	Do.
Do. do. bleached	... ...	15 per cent. above duty on unbleached		Do.
Do. do. dyed	... ...	0·25 per kilogramme above unbleached		Do.
Do. do. printed	*Ad valorem*	15 per cent.	15 per cent.	Do.
Butter, salted	100 kilogrammes	2·50	2·50	Do.
Oils of Belgian manufacture	Ditto	6	6	Do.
Candles, wax or tallow	*Ad valorem*	10 per cent.	10 per cent.	Do.
Coals	100 kilogrammes	0·10 to 0·15	0·10 to 0·15	Do.
Horses	Per head	25	25	Do.
Oxen or bulls	Ditto	3	3	Do.
Paper	100 kilogrammes	10	8	Do.
Linen lace	*Ad valorem*	5 per cent.	5 per cent.	Do.
Furniture of wood	Ditto	10 per cent.	10 per cent.	Do.
Brandy and Alcohol (including excise)	Per hectolitre of 100 degrees in strength	110	110	10*s.* 5*d.* per gallon, equal to 286 francs per hectolitre.
Beer (including "droit de consommation")	Per hectolitre of 22 gallons	4·40	4·40	20*s.* per barrel, equal to 15 francs per hectolitre.
Hops	100 kilogrammes	20	20	15*s.* per cwt., equal to 38 francs per 100 kilogramme.
Chicory, ground	Ditto	5	5	12*s.* per cwt., equal to 30 francs per 100 kilogrammes.
Sugar, raw beet-root	Per 100 kilogrammes (including "droit de consommation)	32	32	12*s.* 8*d.* per cwt., equal to 31 francs per 100 kilogrammes.
Do. refined	Ditto	41	41	18*s.* 4*d.* per cwt., equal to 46 francs per 100 kilogrammes.
Wheat	100 kilogrammes	0·50	0·50	1*s.* per quarter, equal to 1·57 francs per hectolitre, or 0·57 per 100 kilogrammes.
Fire-arms	Ditto	240	240	Free.

(No. 7.)—COMPARATIVE STATEMENT of the Differential Import Duties levied in Belgium on Imports from France and from England.

Articles.	Basis for Duty.	Duties on Imports from France.		Basis for Duty.	Duties on Imports from England.	
		1861.	1864.			*Ad valorem* effect.
		Francs.	Francs.		Francs.	Per cent.
Coal	1,000 kilos.	1	1	1,000 kilos.	1·70	10·6
Iron, pig and old	100 kilos.	1·50	1	100 kilos.	2·40	28·1
„ wrought, drawn or rolled	„	4	3	„	4·80	16·8
„ sheet, not manufactured	„	9	6	„	30	39·3
„ cast, manufactured	„	6	4	„	16·10	79·7
„ wrought, manufactured	„	9	6	„	50	59·9
„ sheet, manufactured	*ad valorem*	10 per cent.	10 per cent.	„	19·20	19·2
Steel, manufactured	100 kilos.	9	6	„	12	12
Tin, rolled	„	6	6	„	25·40	5
Lead, rolled or drawn	„	3	3	„	6	
Copper, &c., manufactured	*ad valorem*	10 per cent.	10 per cent.	*ad valorem*	12 per cent.	12
„ hammered, drawn, or rolled	„	„	„	100 kilos.	12	4·2
Cutlery	„	„	„	*ad valorem*	12 per cent.	12
Surgical instruments	...	Free	Free	„	3·60 per cent.	3·6
Arms	...	„	„	„	7·20 per cent.	7.2
Printing type...	100 kilos.	10	8	100 kilos.	30·50	
Tissues of flax, hemp, or jute	*ad valorem*	15 per cent.	15 per cent.	„	36 to 630	Unbleached 10·2 Bleached 28·6
Linen yarn, measuring less than 20,000 mètres per kilogramme, not twisted or dyed	100 kilos.	15	10	„	19·20 to 48	7
Ditto twisted or dyed	„	22·50	15	„	26·40 to 76	126 to 24
Ditto measuring more than 20,000 mètres per kilogramme, not twisted or dyed	„	30	20	„	84 to 134	
Ditto twisted or dyed	„	45	30	„	114 to 180	
Wool dyed in masses	„	10	10	„	30	
Worsted yarns, not dyed or bleached	„	25	20	„	120 to 144	11·9
„ dyed or bleached	„	35	30	„	168	7·4
Woollen tissues of all kinds	*ad valorem*	15 per cent.	10 per cent.	„	Cloths 300 192 to 450	18
„ hosiery	„	15 per cent.	15 per cent.	1 kilo.	4·80	48·1
Carpets of all kinds	„	„	„	100 kilos.	108 to 180	13·7 to 16·6
Shawls and scarfs of Indian cashmere	„	5 per cent.	5 per cent.	*ad valorem*	18 per cent.	18
Silk tissues	100 kilos.	300	300	100 kilos.	600 to 1,200	3·6
Pottery, common, of clay or stoneware	„	1·50	1·50	„	3·50	24
Earthenware, fine stoneware	*ad valorem*	20 per cent.	15 per cent.	„	9·60 to 32·40	11 to 14·5
Porcelain	„	15 per cent.	10 per cent.	„	72 to 96	23·7
Brandy (including Excise duty)	Hectolitre	45	42·50	Hectolitre	66·20	40
Wine (including Excise duty)	„	27·40	25	„	3	39
Paper of all kinds	100 kilos.	10	8	*ad valorem*	12 to 18	13 to 18
Jewellery	*ad valorem*	5 per cent.		„	7·20 per cent.	7·2
Sugar, refined	100 kilos.	60		100 kilos.	114	130·8
Skins, tanned, dressed, &c.	„	15 to 20		„	38	2·9
Fabrics of skin or leather	*ad valorem*	10 per cent.		*ad valorem*	21·60 per cent.	21·6
Furniture and wooden wares	„	„		„	24 per cent.	24
Cotton yarns, bleached or unbleached	100 kilos.	15 to 40		100 kilos.	101·80	31·5
„ dyed or warped	„	Duty increased 10 francs		„	127·20	15·9
Cotton woven fabrics, unbleached, plain, or twilled—						
1st class of texture	„	50 to 80		„	168 to 300	19·7
2nd ditto	„	60 to 200				
8rd ditto	„	80 to 350				
Cotton woven fabrics, bleached or dyed	„	15 to 25 per cent. more		„	360	19·8
„ printed	*ad valorem*	15 per cent.		„	390	
Cotton hosiery	„	„		1 kilo.	4·80	48·1
Linen hosiery	„	„		„	2·40	30
Bottles	100 kilos.	2		Per 100	7·20	67·2
Window glass	*ad valorem*	10 per oent.		100 kilos.	18	64·6
Glass wares, not coloured or cut	100 kilos.	12		„	48	22·8
„ cut, engraved, or coloured	*ad valorem*	10 per cent.		„	120	12
Ropes of less than 5 centimètres diameter	100 kilos.	15		„	24	
Beer in bottle	Hectolitre	7		Hectolitre	9	49·5
Cheese	100 kilos.	10		100 kilos.	12·70	9·1
Butter...	„	5		„	7·70	3·5
Oil for table use	„	6		„	18	7·2
Pencils	*ad valorem*	10 per cent.		*ad valorem*	12 per cent.	12
Perfumery	„	„		„	„	12
Candles, of tallow	„	„		100 kilos.	34·30	24
„ wax or stearine	„	„		„	101·80	40
Soap	100 kilos.	10		„	12 to 25	8·2
Gunpowder	„	15		„	40·70	16
Horsehair	„	Free		„	36	9
Carbonate of soda	„	3		„	7·20	26

19. Till 1830 the Tariff of the United Kingdom of the Netherlands was one of the most moderate in Europe. France only, by a just act of reprisals which dated from 1823, was debarred from the general régime accorded to foreign imports. Between 1830 and 1842 the new Kingdom of Belgium gradually modified its former legislation, so as to remove (in 1838) the special restrictions formerly imposed on French trade, and to impose moderate instead of the former nominal duties on foreign iron, corn, cattle, linens and woollens. Thenceforward the Tariff became more and more imbued with the spirit of so-called Protection. The duties on all woven fabrics, on cotton and woollen yarns, on chemicals, on machinery, on fish, were all raised one after the other. The same vicious principle was extended to the shipping trade by the imposition of differential duties on foreign vessels. In fine, a series of Commercial Treaties was signed, creating a Tariff almost as complicated as that of France. Since 1850 the export, transit, and navigation duties have been repealed. Some reductions of import duties were effected in 1854 and 1856, and a general exemption of raw materials was enacted in 1857.

20. The first Commercial Treaty with France was signed in 1842, chiefly in the interest of the Flemish linen-weavers, then in a very depressed condition. It was this Treaty which created a preferential Tariff in favour of French wines and silks. In 1845 the question of a commercial union with France was actively mooted by the industrial interests in Belgium, and led to the Treaty of that year, giving new and

exceptional favours to French yarns, woollens, cottons, silks and wines in exchange for certain favours granted by France to Belgian linens. The principal, indeed the exclusive interest for which Belgium made all these stipulations and sacrifices, was that of her Flemish hand-loom weavers and spinners. It is true that Belgian coal and iron enjoyed an exceptional Tariff in France, according to the system of zones, ever since 1816 and 1822, but Belgium had never been able to obtain a recognition of this privilege by Treaty, though it had lasted all through the war of Tariffs above referred to. Belgium thus fell more and more under the dependence of France. Both countries went on raising their Tariffs against the invasion of British manufactures. In this invidious policy they were both perfectly agreed. In the meantime, England went on repealing all her own protective and many other Customs duties, thus pouring millions into the pockets of both these States, without making any bargain for herself.

21. In 1852 and 1854 Belgium signed further Treaties with France, obtaining a fresh reduction of 15 per cent. in the duty and a more favourable system in the classification of her linens, the amount of imports into France being, however, limited to 2,000,000 kilogrammes per annum. She also obtained great favours for her cattle, twilled cottons ("étoffes à pantalons"), cotonettes (cotton fabrics made of dyed yarns), hops, machinery, plate-glass, crockery, linen, building-materials, and straw-plaits. On the other hand, an exceptional Tariff was continued or created in favour of French wines, silks, salt, woollens, cottons, and coal. One odious feature of the Treaty of 1842 was renewed in that of 1854, viz., the prohibition of transit applied to foreign linens, and the obligation imposed on Belgium of adopting towards other States the prohibitory Tariff of France on linen yarns and tissues. Then, also, for the first time, were the favours hitherto accorded by Arrêté to Belgian coal and iron partially secured by an international engagement, which was, however, coupled with a proviso that a great national interest or circumstances of *force majeure* might justify the French Government in raising its duties on those two articles.

22. The preferential Tariff enjoyed by Belgium in the French market was finally removed by the Anglo-French Treaty of January 22, 1860. She lost no time in obtaining an assimilation of her treatment to that of England, and even some additional advantages. By the Treaty of May 1, 1861, foreign and colonial produce imported into France from Belgium direct is to be admitted at the same rates as if imported in a French vessel. This is an advantage given to Antwerp not extended to British trade in France. Some neutral privileges were stipulated for the transit of goods, for the license fees of commercial travellers, and for the official quotation of securities issued by municipal bodies and joint-stock companies. The sugar duties were remodelled on both sides, Belgium engaging to reduce her excise duty to 45 per cent. per 100 kilogrammes. French sea salt is to enjoy an advantage of 7 per cent. above that of any other country in the calculation of the excise duty in Belgium. It was further stipulated that the French duties on Belgian coal should not be raised, viz., 1 franc and 1 franc 70 centimes per 1,000 kilogrammes, according to the zone by which they are imported. The former duty is applicable only to importations by the River Meuse and the Department of Moselle. The Treaty came into operation on all woven fabrics at the same dates as the Anglo-French Treaty, generally the 1st of October last. The arrangements made here for the calculation of duties *ad valorem*, the system of *préemption* of goods by the Custom-house, when supposed to be undervalued, and the numerous formalities, certificates of origin, &c., attendant on the new Treaty, are loudly complained of.

23. The Belgian producers of linen yarns and tissues will be compensated by material reductions of duty for the loss of their special privileges in the French market. The reductions on yarns are very considerable, even when compared with the preferential rates formerly enjoyed by Belgian trade in France. With regard to woven fabrics a difficulty occurred in the course of the negotiation from the fact of the lowest class of linens, that measuring less than eight threads per five millimètres, having been charged more heavily in the Anglo-French Tariff, then about to be applied to Belgium, viz., 30 francs per 100 kilogrammes, than it had been previously charged under the Franco-Belgian Tariff of 1854, viz., 28 francs. It so happens that this very class of linens was the most important of all to Belgium, being that which comprised a greater amount of her linens than any other class. The Belgian negotiators succeeded in obtaining a reduction of this duty to 28 francs; also a reduction from 90 francs to 65 francs of another class, that measuring twelve threads. Of course all the other advantages conceded to England were also extended to

Belgium. I think it right to call attention to these two additional concessions made by France to Belgium, as I presume that British trade is also entitled to the benefit thereof.

23 A. Belgium has reduced the duties on French coal, iron of all kinds, steel, machinery, pottery, glass, yarns, and woven goods of all kinds, chemicals, salt, sugar, wine, brandy, fish, paper, and books; and has abolished those on arms, surgical instruments, nitric and sulphuric acids, bricks, tiles, india-rubber, blacking, molasses and syrups for distillation. The Tariff thus elaborated was the result of a long inquiry into the state of each particular industry, and in some cases was the object of a severe struggle with the French negotiators. The export duty on rags was reduced to 12 francs per 100 kilogrammes. The whole Treaty must be considered as eminently advantageous to Belgium. It is calculated that the reductions of duty on non-exciseable articles will entail little, if any, permanent loss of revenue, while that on sugar will cause a profit. Some loss is expected from the reduction of the wine duty.

24. It is admitted on all hands that a similar Treaty ought not to be any longer withheld from England. The Belgian Minister himself solemnly declared in his "exposé des motifs" to the French Treaty, that the reduction of their Tariff is demanded by their own interest, without receiving any external compensations. He acknowledges the great opening to Belgian industry afforded by the recent removal of custom-house barriers in England. The Antwerp Chamber of Commerce earnestly calls for the conclusion of a Treaty with England in the same spirit as that with France, and protests against the inconsistency of refusing to liberal England what is conceded to the latter country, whose policy is still so full of restrictions.

25. In the meantime France must become more and more mistress of the Belgian market. Nor is she the only country which is benefiting by the late Treaty. The following countries are entitled to the Tariff reductions contained in it, by virtue of Treaties with Belgium containing the most-favoured-nation clause: Liberia, Chili, Nicaragua, Costa Rica, Honduras, Venezuela, Guatemala, the United States, Italy, Russia, Greece, Peru, and Turkey. The continuation of this system must be more injurious to our trade than anything which has formerly existed. It must tend to divert trade into new channels, and thus inflict an irreparable loss. Even under the former preferential régime our imports of manufactured goods into Belgium (excepting yarns and woollens) were quite insignificant. Under the present still more preferential system, competition must become perfectly impossible.

26. The gross imports from the United Kingdom to Belgium in 1860 are set down in the Belgian Tables ("commerce général") at 113,851,000 francs (4,540,000*l.*), and in the Annual Statement of the Board of Trade at 3,964,000*l.* These two records represent, of course, the different prices ruling in both countries. What proportion of the above consists of "special" trade, *i.e.*, of British produce retained in Belgium for home consumption, it is of course (as stated above in section 4) impossible to elicit with accuracy. The "Tableau Général" gives the special imports from England as 82,500,000 francs, or 3,220,000*l.*; the Annual Statement gives the exports of British produce to Belgium as 1,610,144*l.*: but these two figures are based on different aggregates, both considerably above the genuine amount of special trade, the former because not confined to British produce alone, the latter because of course not distinguishing those amounts really retained for Belgian home consumption from the general aggregate of British produce exported thither.

27. The following Table (No. 8) will show the quantities and values of the principal and other articles of British produce exported to Belgium in the years 1859 and 1860, according to the Annual Statement of the Board of Trade :—

Principal Articles.		Quantities.		Values.	
		1859.	1860.	1859.	1860.
				£	£
Woollens, entered by the piece	pieces	113,258	83,884	194,314	161,192
Ditto, by the yard	yards	529,837	786,446	35,147	52,800
Ditto, at value	..	..	..	3,560	5,466
Woollen yarns	lbs.	1,381,856	1,619,744	143,317	175,111
Machinery, including steam-engines ..	value	..	..	61,605	116,427
Copper, wrought and unwrought ..	cwts.	19,426	18,572	106,365	98,431
Iron, wrought and unwrought (including unwrought steel)	tons	3,917	4,510	75,861	98,154
Linen yarn	lbs.	1,503,853	1,033,532	92,600	74,812
Wool, sheep and lambs'	„	820,830	756,918	59,555	56,486
Hardware and cutlery	cwts.	6,676	8,392	39,112	55,169
Thrown silk	lbs.	44,363	36,728	52,163	46,349
Cottons, entered by the yard	yards	2,735,740	3,395,471	58,281	74,052
Ditto, by value	..	..	..	44,318	53,957
Cotton yarn	lbs.	965,000	566,993	54,289	40,552
All other articles	..	..	..	458,793	501,186
Total	..	..	..	1,479,280	1,610,144

28. The above figures reveal a fact for which I was certainly not prepared, viz., that this rich and flourishing population of 4,731,000 souls close to our own shores actually consumes much less of our produce than the poor and distant population of Continental Portugal, numbering only 3,568,000. This latter country purchased from England in 1860 produce to the value of 1,698,931*l.*, almost all for its own consumption, for Portugal is not now, like Belgium, a great medium of transit; while Belgium took in the same year only a value of 1,610,000*l.*, of which perhaps a-third must have been for re-exportation. Moreover, our exports to Belgium have actually diminished from 1,815,000*l.* since 1858. The explanation of this must be, the much more hostile because differential Tariff, as well as the powerful native industry which our manufactures encounter in this country.

29. The Belgian Tariff is, like that of Portugal, highly liberal in dealing with raw materials, but is still more protective than it in dealing with manufactured articles, and presents the additional objection of being differential. Raw materials are entirely or comparatively untaxed, but all the following goods when imported from England are charged with specific duties equivalent to the accompanying rates per cent. on the values: cast iron, 79½; wrought iron, 59½; tin plate, 39; bleached linens, 28½; cotton yarn bleached, 31½; cottons, 19½; cotton hosiery, 48; woollen hosiery, 24½; woollens, 18½; bottles, 67; window glass, 64½; common pottery, 24; bottled beer, 49½; porcelain, 23½; brandy, 40; wine, 39; and refined sugar, as much as 130 per cent. On every one of these articles French producers pay preferential duties, in some cases only one-quarter of those imposed on our own produce.

30. It might formerly be alleged that France in giving Belgium an exceptional position in her own markets, had a right to expect a similar preferential treatment from Belgium; but now the preferential system in favour of Belgium has ceased in France. It is to be hoped, therefore, that it will also cease in Belgium, and that all nations will be admitted to share in the benefits of the new Tariff on the same terms, and without any new and extraneous conditions being imposed on them. Our rich market is open to Belgian industry without any *boná fide* restrictions whatever, excepting those on hops, chicory, and sugar, and of these the two first are merely the equivalents of our own excise duties on native produce. The French Tariff, on the other hand, is still highly complicated and protective.

31. It is to be hoped that we shall soon hear no more of different Tariffs applicable to different countries. Public opinion in Belgium is quite ripe for a bold Free Trade policy. The cotton interest at Ghent is still bent on resistance, or rather on delay, and of course will meet with much sympathy on account of its present depressed condition. If the raw material could be once again made abundant, that industry would be quite strong enough in Belgium to hold its own against foreign competition. It could not well be complained of if this country should retaliate on any particular country for a hostile commercial policy by excepting that country from the general Tariff. Such a power is a useful and salutary check with which every Government should be armed, for purposes of negotiation and self-defence: it would probably be found quite sufficient to obtain everywhere the treatment of the most favoured nation

without involving any Tariff Treaties whatever; without some such power it is evident that the most urgent appeals for justice will be often unavailing.

Section III.—*Shipping Trade and Scheldt Toll.*

32. I will begin this part of my subject with two tabular statements, both bearing on the above topics, and both abridged from official documents:—

(No. 9.)—STATEMENT of the Number, Tonnage, and Crews of Vessels of every Nation entered at Belgian Ports during the year 1860, as compared with the Average of the Five previous Years.

Flags.	Vessels.		Tonnage.		Crews.	
	Average.	1860.	Average.	1860.	Average.	1860.
Russian	18	47	4,071	10,820	207	569
Swedish and Norwegian	191	287	35,679	55,490	1,648	2,499
Danish	122	405	13,093	38,944	773	2,386
Prussian	89	166	23,065	44,021	874	1,615
Mecklenburg	86	86	19,354	20,961	806	840
Hanse Towns	56	83	12,871	20,020	627	1,075
Hanover and Oldenburg	167	238	18,198	26,267	953	1,365
Netherlands	185	186	24,146	23,790	1,176	1,134
British	1,220	1,333	202,626	233,046	13,966	16,140
French	237	287	27,054	32,353	1,802	2,134
Portuguese	2	4	250	629	22	40
Spanish	43	40	8,610	7,864	514	422
Sardinian	13	23	3,248	6,154	164	282
Austrian	18	42	6,264	14,602	245	548
Tuscan	1	..	137	..	7	
Roman	..	1	..	209	..	11
Sicilian	14	25	2,818	5,758	164	289
Maltese	1	..	76	..	3	
Greek	1	..	219	..	10	
Turkish	1	..	70	..	4	
Ionian	1	..	47	..	3	
United States	75	65	57,539	52,563	1,393	1,175
Brazilian	1	..	155	..	7	
Argentine	2	..	932	..	21	
Peruvian	1	..	34	..	2	
Belgian	431	462	87,228	73,796	6,121	6,750
Totals	2,976	3,780	547,284	667,287	31,512	39,272
Of which, steamers ..	626	896	144,659	176,192	13,811	18,026
Ditto, British steamers ..	426	575	96,703	120,975	9,302	11,663

(No. 10.)—STATEMENT of the Annual Gross Amount of the Scheldt Toll paid by Belgium to Holland during the last Ten Years, of the Proportion paid for British Vessels, and of the Amounts of Tonnage and Antwerp Pilot and Dock Dues proposed to be remitted.

Year.	Scheldt Toll.		Tonnage Duty.		Antwerp Pilot and Dock Dues.	
	Gross amount.	Paid for British vessels.	Gross amount.	Paid by British vessels.	Reduction proposed.	British share of reduction.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
1851 ..	823,134	201,591				
1852 ..	1,117,469	328 476				
1853 ..	1,079,917	298,695				
1854 ..	1,170,575	332,778				
1855 ..	1,188,068	382,862	598,727	140,712		
1856 ..	1,499,054	497,071	704,723	197,322		
1857 ..	1,603,655	536,831	682,866	183,293		
1858 ..	1,579,086	561,828	730,877	167,420		
1859 ..	1,568,057	519,573	678,302	137,680		
1860 ..	1,886,879	590,450	836,089	180,133		
Total ..	13,515,898	4,249,560	6,230,986	1,006,562		
Average ..	1,351,589	424,956	705,164	167,760	194,000	85,000

Centimes are not expressed, but are included in the totals.

33. From Table No. 9 it will be seen that the activity of Belgian ports is in a progressive state; a great increase in vessels, tonnage, and crews being apparent in the Returns for the year 1860 above the five years' average. The same improvement continued through the year 1861, at least through the first ten months of it. The number of vessels entering Belgian ports during that time was 3,472 against 3,141 in the same period of the year 1860. Another feature observable in the Returns is the decrease of shipping belonging to Belgium itself. It is true that a slight increase in the number of voyages of Belgian ships is visible, but connected with a decrease in their aggregate tonnage. The movement of British shipping trade to Belgium, especially of steamers, continues progressive in numbers, tonnage, and crews.

34. The number of vessels entered at Antwerp in 1860 increased to 2,568 from 2,302 (the figure of 1859), and continued to increase in 1861. The average burden of these vessels has increased from 204 to 213 tons measurement. The number of steamers has increased to 470 voyages, and that of passengers passing through Antwerp to 9,015. The gross tonnage of the steamers employed has increased by 2,000 tons in the year. The transit through Antwerp of goods recorded by weight rose in 1860 from 75,477,000 to 79,985,000 kilogrammes. The emigration to North America through Antwerp had very much decreased; but that to Brazil and the River Plata has considerably increased owing to a contract entered into by the Brazilian Government with an Antwerp house for the conveyance of emigrants. The emigration of native Belgians seems to be small, notwithstanding the density and industrious habits of the population. They have a more decided taste for military adventure than for colonization.

35. The Mercantile Marine of Belgium is now at its lowest ebb. At the end of 1860 it consisted only of 116 vessels (of which 8 were steamers), measuring in all 33,111 tons, having gradually declined since 1851, when it still numbered 163 vessels, of 36,193 tons. Antwerp now owns only 67 vessels, of a gross burden of 23,645 tons, having lost 16 vessels in one year (1860). Both that year and 1859 were marked by a great number of wrecks. The causes of this maritime decay are held to be the repeal of the differential duties in favour of the native carrying trade, the high tonnage and dock dues of Antwerp, the decline of the Belgian transit trade, the differential duties still burdening the Belgian flag in France and Holland with reference to Colonial traffic, and, finally, the heavy duties on ship-building materials. This latter evil will be remedied by a law recently introduced. Another object much desired by Belgian shipowners, the assimilation of their flag to the Dutch flag in the rich carrying trade from Java to Holland, will, it is hoped, soon be obtained.

36. The Antwerp Chamber of Commerce complain that the traffic of their port is not progressing on a scale equal to that of its rivals, Rotterdam, Bremen, Havre, and Hamburgh. Still it certainly is progressing, and everything else but the national shipping trade seems to be in a most healthy condition. The great desiderata required by the above Chamber in the interests of Antwerp are:—

1st. A reduction of the pilot dues.
2ndly. Repeal of the tonnage duty.
3rdly. Reduction of the dock dues.
4thly. A further cheapening of the means of transport.
5thly. A new law on dock warrants.
6thly. The revision of the laws affecting brokers.
7thly. The amelioration of the Scheldt channel.

37. All vessels entering any port of the Kingdom from the sea are liable to pay a tonnage duty according to their capacity, *i.e.*, according to their amount of stowage-room in the holds destined for receiving cargo. The ton is estimated to be equal to 1,000 kilogrammes, or to a cube of 1½ mètres. Belgian vessels, and those assimilated by Treaty to Belgian vessels, pay 1 franc 10 centimes per ton at their first entrance, and the same at their first clearance in each year. Vessels of other nations not assimilated by Treaty are subjected to a duty of 2 francs 60 centimes for every entrance only. An English steamer of 397 tons (the measurement of one of the weekly steamers now plying from London to Antwerp) being assimilated by the Navigation Treaty of 1851 to a Belgian vessel, pays tonnage duty on her first voyage only. This and the other port charges are described in the following Table:—

(No. 11.)—COMPARATIVE STATEMENT of the various Charges levied in the Port of Antwerp on a Vessel of 397 tons, for one single Voyage; of the Average Charge per Voyage (the Tonnage Duty being only paid once in 52 Voyages); of the same Charges as levied on a Vessel not assimilated to the Belgian Flag; as compared with the London Port Charges.

	Antwerp.								London.		
	English Vessel, 1st Voyage.				English Weekly Steamer, Average per Voyage.		Foreign Vessel, unassimilated.				
	Fr.	c.	Fr.	c.	Fr.	c.	Fr.	c.	£	s.	d.
Tonnage duty, inwards	436	70	873	40	16	80	1,032	20			
„ outwards.. ..	436	70									
Pilotage, inwards	183	89	336	92	336	92	336	92	6	11	0
„ outwards	153	03							6	11	0
Dock duty			47	24	47	24	47	24	2	3	0
Mooring charge			2	12	2	12	2	12			
Light dues			74	80	74	80	74	80	2	1	8
Quay dues			7	30	7	30	7	30			
"Commissaire maritime" ..			3	45	3	45	3	45			
Waterage	..		..		..		..		0	5	0
Stamps, &c.	..		..		..		..		0	5	0
Total			1,345	23	488	63	1,504	03			
Reduced at exchange of 25 fr. 20 c. per £1	£53 7*s.* 9*d.*				£19 7*s.* 10*d.*		£59 13*s.* 8*d.*		17	16	8

38. It has been stated in the public journals that the Belgian Government was disposed entirely to remit the tonnage duty, and to reduce the pilot and other dues, on condition of the maritime nations combining to redeem the Scheldt toll in the same way that the Sound and Stade dues have been capitalised by a general contribution of the different Governments. It is added that this Government has determined, under any circumstances, to notify that it would cease to reimburse the toll, and that henceforward all vessels would have to pay the toll of 1½ florins per ton to the Dutch Government.

39. The history of this toll is briefly as follows. It was assumed by the London Conference of 1831 that the annual charge of the whole national debt of the late United Kingdom of the Netherlands was 27,700,000 florins, of which Belgium was liable to pay $\frac{16}{31}$, or 14,000,000 florins. By means of negotiation this sum was reduced to 8,400,000 florins, which Belgium undertook to pay annually by the Treaty of the twenty-four Articles, 15th November, 1831. The IXth Article of this Treaty declares the provisions of the General Act of the Congress of Vienna, Articles CVIII to CXVII, applicable to the navigable rivers traversing Belgium and Holland. It was further agreed in the same Treaty that a joint Commission should be formed for the purpose of regulating the navigation and preservation of the Scheldt, and that for the present the navigation of all such inland waters should be governed by the principles and Tariff of the Convention of Mayence, signed on the 31st of March, 1831, for the navigation of the Rhine. This Tariff would have imposed on the Scheldt a toll of 4 florins per ton.

40. The Belgian Plenipotentiary signed this Treaty, but for eight years the Dutch Government obstinately refused to accept it, on the ground of its being too favourable to Belgium, and attempted to close the Scheldt; but it was compelled by coercive measures on the part of Great Britain and France, who laid an embargo on Dutch vessels, blockaded her ports, and took the citadel of Antwerp by siege, to relinquish that attempt, and to leave the Scheldt perfectly free. The final Treaty of Peace was signed by Holland and Belgium on the 19th of April, 1839, granting to Belgium much more favourable conditions than those which she had herself accepted, and which Holland had refused, in 1831. Her annual share of the debt was reduced to 5,000,000 florins, about 10,500,000 francs. The Scheldt toll was, after a long resistance on the part of the Dutch, fixed at 1½ florins per ton; viz., 1 florin 12 centimes on vessels ascending, and 38 centimes on those descending the river. The management of the whole navigable channel, the improvements, pilots, buoys, lights, and fisheries, were entrusted to a Mixed Commission, which thus gave Belgium a demi-sovereignty over the river. Holland might have claimed, with a

great appearance of justice, the *status quo* before 1795, viz., the total closing of the River Scheldt, stipulated by the Treaty of Münster in 1648, and submitted to by the powerful Spanish and Austrian Empires when mistresses of these provinces for a century and a-half. She first demanded 3 florins, and then 2 florins per ton, so that the figure of 1½ florins was considered a triumph for Belgium, and has never been complained of. The Belgian Government even proposed to redeem it at once from Holland. On that being refused, it determined, in the interest of Antwerp, that the nation should assume the whole burden of the toll, and should relieve the shipping trade thereof. This was ordained by the Law of the 5th June, 1839, which does not, of course, constitute an international engagement. The amount due is liquidated annually between the two Governments. It has become quadrupled since 1840, and is rising so rapidly that this Government is becoming uneasy at its progression.

41. The example of the Sound due capitalization seems to have suggested the idea of a similar operation with reference to the Scheldt toll. It is represented that the Netherlands Government is willing to abolish this toll for a sum of 27,031,797 francs (1,081,268*l.*), being at the rate of twenty years' purchase on the average annual proceeds of the toll for the last ten years, which proceeds are set down at 1,351,589 francs (vide Table 10). The quota assigned to England would be, at the same rate, 8,499,120 francs, or 339,964*l.*, the average toll for her vessels having been 424,956 francs per annum. The basis adopted for this calculation is very fair in appearance. It is certain that the toll at present far exceeds the above average of 1,351,000 francs, probably, even the sum of 2,000,000 francs, or 80,000*l.* per annum. Its purchase at 27,000,000 would therefore be a very profitable operation equal to an investment of capital at 7½ per cent.

42. It is, however, to be remembered that the present revenue of the toll is no fair test of what it would be if the same were really exacted from the vessels themselves. It is well known what an effect the smallest rise of price has on the consumption of any article. Would the navigation of the Scheldt have increased fourfold in twenty-one years if it had been subject to the payment of this toll? Is it not certain that it would immediately decline if the toll were ever exacted? This is a toll which has in reality never existed at all, even for a day. There are, therefore, no data for estimating what it would have produced. One thing is certain, that the sum of 1,351,000 francs cannot be considered as the *bonâ fide* normal proceeds of this toll, but only as conventional figures, resulting from certain statistical calculations, which not only never has been, but probably never would be realized, if exacted from the parties really liable to pay it, and which therefore cannot serve as a basis for estimating the value of the toll.

43. Another, and a far greater difficulty connected with this question is, that of determining who are the parties equitably called upon to pay for redeeming this tax. Is it the Governments of the different nations whose vessels frequent the river, or is it the Belgian Government alone? In other words, is it incumbent on any community to tax itself for the purpose of purchasing trading facilities and immunities in a foreign country for a fraction of its members? If this principle be admitted, cases for "capitalization" will not be long in springing up all over the globe. It would seem to have been admitted in the cases of the Sound and Stade dues, but, in my opinion, for exceptional reasons which do not apply to the present case.

43 A. In the case of the Sound toll, the detention of a vessel in a stormy channel of the sea for its collection was fraught with vexation, danger, and delay to mariners, not compensated by any profit. The profits of the toll were paid for in cash by the maritime nations; but they obtained gratuitously, in addition, a riddance of a serious nuisance. From the enforcement of the Scheldt toll on vessels, no inconvenience is to be apprehended, as they cannot be detained for the purpose in Holland, but would pay it in Antwerp. The Stade toll was felt to be a heavy burden on the commerce of Hamburgh, though the ships of this town and the merchandise belonging to Hamburgh citizens conveyed therein were exempt from the toll. Thus the interest of Hamburgh in its redemption was much less than that of Belgium in the freedom of the Scheldt. Yet Hamburgh contributed one-third, and the Baltic States, similarly situated to Belgium, more than one-half towards the redemption of the Stade and Sound dues respectively. Belgium, if assessed according to her own native shipping traffic in the Scheldt, would only contribute about one-twelfth of the whole sum required.

44. It is true that Belgium consents to remit a large amount of taxation on shipping in the shape of tonnage, pilotage, and dock dues. This would be a great boon to the shipping of all nations, but can hardly be accepted by other Govern-

ments as the equivalent of a similar amount in cash. Such measures as reductions of port charges, duties, &c., are often resorted to by nations for the purpose of encouraging trade and thus enriching themselves, without expecting any consideration or concession from abroad. Such measures, like charity, bless him that gives no less than him that receives.

45. The best answer to the question stated in paragraph 43 has been afforded by the act of the Belgian Government itself in taking on itself the whole of the toll; in fact, paying to Holland much more than the toll would ever have amounted to if collected from the vessels. The Law of the 5th June, 1839, ordering the reimbursement of the toll to all vessels by the public Treasury was approved unanimously by the "Section Centrale," and passed the Chamber of Representatives by 61 votes to 15. This is surely a solemn acknowledgment that all Belgium is vitally interested in the freedom of the river, and that it is to her a paramount national object. No such measure was ever taken by the Powers interested in the Sound or Stade duties. Other nations have a very secondary interest in the matter.

46. The history of the year 1839 reveals a very important fact connected with this question, as showing the light in which this toll was then viewed, viz., that the Belgian Government had in the beginning proposed to redeem this toll from Holland at its own expense, but was not allowed to do so. I will quote the words of the Report of the Committee of the Chamber, written by M. Rogier, in bringing up the bill:—" En présentant le projet de loi relatif au Traité de Paix, le Gouvernement avait exprimé l'intention de racheter, par le payement direct d'une rente à la Hollande, le péage que ce Traité impose à l'Escaut, et qu'il considère dès lors comme une dette nationale. Les propositions faites dans ce sens avant la signature du Traité n'ayant pas été accueillies par la Conférence," &c. What would the Conference have said if Belgium had then asked them to subscribe to relieve her of this impost, considered by her as her own national debt!

47. The same Report places the Scheldt toll in its proper light, viz., as a compensation paid to Holland for the partial surrender of her sovereignty over the river, and thus congratulates the country on the valuable prerogatives insured to Belgium in the Scheldt, by the Treaty of the 19th of April:—

" Pilotage commun, police et mesures conservatrices communes, récolte commune; ce sont là, il faut bien le reconnaître, des garanties réelles, des solides avantages. Qu'on y joigne l'interdiction formelle de toute visite, retard, ou entrave quelconque dans les rades Hollandaises, et l'on pourra se demander ce que la Belgique, sauf l'occupation territoriale d'une des deux rives du fleuve jusqu'à la mer, aurait à désirer de plus dans le partage de la souveraineté.

" . . . Pour prix de ce partage, en compensation des avantages et des prérogatives dont la Hollande est dessaisie, l'Escaut se trouvera grevé d'une redevance au profit de cette Puissance. Voilà ce qui constitue ce péage," &c.

48. Nothing could prove more clearly that the toll was intended and accepted cheerfully as an "onus" upon Belgium for which she acknowledges to have received full and valuable consideration. It was evidently imposed as a kind of tribute to be paid by Belgium in this form as being that least onerous to her. The Conference knew very well, according to the elements of economical science, that such a tax, though paid in the first instance by foreign ship-owners, must ultimately fall upon the shippers and consumers of the merchandize conveyed. They certainly never expected to find it made the basis of a claim upon themselves and on Europe in general.

49. For all these reasons I cannot believe the rumour that Belgium has notified her intention to cease to pay the Scheldt toll. She has an undoubted right to cease that payment on denouncing the Treaties by which she is bound; but the Government is so deeply committed to the present system that it will find it difficult, if not impossible, to retrace its steps, and to throw upon the trade of Antwerp a burden hitherto borne for twenty-two years by the nation at large. The interests which have grown up in that time at Antwerp are immense. Those interests, if attacked, would, probably, be able to defend themselves successfully. If this view proves correct, all the sums extracted from foreign nations to avert this threatened contingency would be a merely gratuitous expenditure on their part to relieve the Belgian Treasury. If, on the contrary, the attempt were successful, the consequences would fall almost entirely on Belgian, not on foreign interests. The Belgian tonnage duty of 2 francs 20 centimes per ton, producing 836,000 francs per annum, would have to be repealed. Vessels would then, it is true, have to pay the Dutch

oll of 3 francs 17 centimes ($1\frac{1}{2}$ florins) per ton, but would not be so much worse off, xcepting the weekly steamers. If that tonnage duty were still retained (which I ok upon as impossible), then, of course, the transit trade would be diverted, in a reat measure, to Rotterdam, without any injury to general British interests. If it e intended to entertain the question of capitalization, the other States of Europe ould then find themselves in a much better position to negotiate with Belgium, nd much better able to estimate the real value of the toll. A general outcry might ertainly be expected to arise in Antwerp; both Holland and Belgium would then e more disposed to make mutual concessions. The British loss would be small, r, as shown above, this market is of little value for British industry, and Ostend nd Rotterdam could amply supply the total absence of Antwerp.

50. I cannot, therefore, see any but one answer possible to the question enunciated n paragraph 43. The Belgian Government has, indeed, already answered that uestion by its own act. She is now rich and flourishing enough to pay all her ebts herself, and this is a charge which she accepted as a kind of debt (*vide* aragraph 46). If a natural obstruction arose in any of her harbours, she would ertainly not ask of other nations to remove it. So it would seem, therefore, to evolve upon her, alone, to provide a remedy for her present slight difficulty.

I have, &c.
(Signed) H. P. T. BARRON.

Hanover.

Reports by Mr. Petre, Her Majesty's Secretary of Legation.

Hanover, January 1862.

Report on Commerce, &c.

THE Hanoverian Government has recently published an elaborate, and, to the ountry, a very interesting Return, showing the extent and value of the mineral roduce of the Kingdom, and of the industry connected with it. This Return, of hich I annex a translation, has been drawn up in pursuance of an agreement to hat effect among the Zollverein Governments, and is, I believe, as far as Hanover is oncerned, the first of its kind.

The mineral wealth of this country, which is considerable, lies, with the exception of coal, for the most part in the mountainous districts, thickly clothed with orests, which constitute the Hanoverian portion of the Harz, and in that part of hat is called the Lower Harz which is held in joint proprietorship by Hanover and runswick. The mines, foundries, and saltworks, &c., in these districts, with the xception of a few proprietary claims vested in individuals, are the property of he State, and are exclusively worked under its immediate direction, represented y the Ministry of Finance. The revenue derived by the State from these sources, s it figured in the Budget, amounted for the year 1859-60 to 2,889,593 dollars.

The entire population of the Harz, about 32,000, is connected, directly or ndirectly, with the mining industry, and depends wholly upon Government employnent for even bare subsistence. Corn is supplied to the population from the overnment magazines established for that purpose, and sold, somewhat on the rinciple of the "Caisses des Boulangers" at Paris, at a moderate and uniform price. Until the year 1848 the inhabitants of the Harz were exempted from contributing ny share of the public burdens, either in the shape of taxes or military service, nd even their subsequent liability to taxation has been no real gain to the public Treasury, as it was necessary to make good the loss to them by increase of wages—wages paid by the State.

This anomalous condition of a large labouring population engaged in the most important branch of Hanoverian industry has long since given rise to strictures upon the policy of the Government, which perpetuates a system no longer suited to the times, a system intrinsically wrong on economical grounds, and one which, in a country so richly endowed with mineral wealth, stifles all incentive to individual enterprise.

The opponents of the present system argue, apart from the general objections which exist to a Government entangling itself in industrial undertakings, that the departure in the present instance from sound economical laws involves an evident loss to the general wealth of the country, inasmuch as there is little doubt but that the mines, foundries, and forests of the Harz would be infinitively more productive if, instead of being worked as they are now by the State, they were leased to companies or individuals. Such a course, moreover, would develop private enterprise, by which the State must eventually profit.

On the other hand, the advocates of the present tutelary system say in its defence that the State has inherited a large mining population living under anomalous conditions, and that an application of the ordinary economical laws would in this instance be both unwise and cruel.

The Harz possesses no agriculture, and produces no food for its inhabitants; they are dependent, and have been for centuries, on their labour in the mine, the foundry, and the forest, for their bare sustenance. Any disturbance, therefore, in the regular and constant demand for labour which is secured to them by the State would result in misery and starvation. They must either find constant work, starve, or emigrate. Whilst many of the mines are worked at a large profit, others yield but little or none, and some are even worked at a loss.

Were the mining industry of the Harz to be given over to private speculation, the two latter classes of mines would be closed altogether, and all the hands connected with them thrown permanently out of employ, whereas the profitable mines would be worked at a rate which in the course of a few years might leave them exhausted and valueless. Whenever that contingency should arrive the whole population of the Harz would be thrown for subsistence upon the State.

Whatever may be reasonably urged against the policy of the usurpation by the State of what legitimately belongs to private enterprise, it must be allowed that any change to a better system than the one which has been so long interwoven with the social and economical condition of the Harz, ought to be a gradual one.

Looking at the question from a financial point of view, it is very doubtful whether the revenue which figures in the Budget as derived from the mines, &c., of the Harz is any but a nominal one. The salaries of mining officials and all the miscellaneous outlay connected with the mining administration, added to the value of the fuel consumed in the smelting houses and foundries, which is entirely supplied by the Government forests, must be subtracted from the nominal gain.

From an analysis of the subjoined Return it appears that the total number of mines (coal mines included), smelting houses, foundries, chemical and salt works in the kingdom, inclusive of those situated in that portion of the Lower Harz which is owned jointly by Hanover and Brunswick, amounted in 1860 to 361; the total produce consisted of 11,589,322½ quintals, of the value of 5,457,745 dollars (818,661*l.* and that the total number of hands employed was 9,790.

The coal mines in the kingdom, both Government and private, produced 327,736½ tons of coal in 1860, of the value (at the pits) of 791,875 dollars (118,781*l.* 5*s.* The principal coal mines are situated in the Province of Hanover, which supplies about 66 per cent. of the coal of the country; it is cheaper, but inferior in quality, t Westphalian coal.

Of the 92 mines from which iron ore is extracted 86 are situated in the Har and two in the Province of Osnabrück; three-fifths, however, of the 60,000 tons o ore extracted in 1860 were supplied by the Osnabrück mines, although the superio richness of the Harz ore more than compensates, as regards value, for its inferiorit in quantity. In addition to the above, about 4,000 tons of iron ore were supplied b the mines in the Hanoverian-Brunswick district of the Harz. The total quantit of manufactured iron and steel of all kinds amounted in 1860 to 32,180 tons, value at 1,494,871 dollars (224,231*l.* 7*s.*)

Copper is found, but in no great quantities, in mines situated in the Province o Hildesheim and in the Harz; it is extracted, however, in greater part, in conjunctio with other metals, from the famous mines of the Rammelsberg near Goslar, in th Lower Harz. The accompanying Return gives the quantity of copper produced i 1860 at 88,134 quintals, valued at 105,040 dollars, and of manufactured copper o various kinds at 5,411 quintals valued at 186,619 dollars.

The most important, both as to amount of production and value, are the lea mines of Clausthal; these, in conjunction with the mines of the Rammelsberg, supplie upwards of 97,158 tons (1,943,174 quintals) of ore during the above-mentioned year and the ore yields a large per-centage of silver. The quantity of manufactured lea f all kinds is stated in the Return to amount to 105,403 quintals, valued at 672,138 ollars.

With respect to the precious metals, gold is found in the Rammelsberg near oslar, but in insignificant quantities; only 8·759 lbs., worth 3,888 dollars, are returned s the produce of 1860. The annual yield of silver is much more important and luable. Taking in the produce of the district which is owned jointly by Hanover nd Brunswick, the quantity of pure silver produced in 1860 amounted to 23,850 lbs., alued at 711,253 dollars.

Both the gold and silver are employed in the coinage of the country.

. Return showing the Produce of all the Mines, Foundries, &c., and Saltworks, within the Kingdom of Hanover in the Year 1860.

I. Mines.

	Number of Works.	Amount of Produce in Quintals.	Money value of Produce on the spot, in Dollars.	Number of Hands employed.
Coal—				
Province of Hanover	23	4,275,582	490,184	1,883
" Hildesheim	6	268,280	42,885	241
" Osnabrück	7	1,889,556	251,019	1,134
Total of Kingdom ..	36	6.433,418	784,008	3,258
Brown Coal—				
Province of Hanover	1	13,750	858	15
" Hildesheim	2	107,564	6,929	29
Total of Kingdom ..	3	121,314	7,787	44
Iron Ore—				
Province of Hildesheim	4	55,547	4,046	51
" Osnabruck	2	731,275	24,000	216
Harz district	86	402,437	42,925	304
Total	92	1,189,259	70,971	571
Portion of Lower Harz, owned jointly by Hanover and Brunswick	32	76,976	6,491	28
Gold and Silver Ore—				
Harz	5	161,134	42,677	390
Lead Ore—				
Harz (Clausthal)	16	1,784,550	747,212	1,812
Joint District of ditto	1	118,605	53,898	98
Mixed lead and copper		40,019	28,566	30
Copper Ore—				
Hildesheim	2	9,136	2,603	42
Harz	1	23,797	14,199	38
Total	3	32,933	16,802	80
Joint District of Harz	..	55,201	88,238	56
Manganese Ore—				
Province of Hildesheim	1	1,000	4,000	21
" Harz	1	6,430	5,230	15
Total	2	7,430	9,230	36
Vitriol Ore—				
Joint District of Harz	..	9,782½	2,811	4
Asphalt—				
Province of Hanover	1	32,000	15,600	56
Total of Mines in the Kingdom ..	158	9,762,038	1,694,367	6,247
Total in Harz District owned jointly with Brunswick	33	300,583½	180,004	216

II. Foundries, Smelting Establishments, &c.

	Number of Works.	Amount of Produce in Quintals.	Money value of Produce on the spot, in Dollars.	Number of Hands employed.
A. *Iron.*				
1. Pig iron—				
Province of Hildesheim	2	19,883	27,078	119
" Osnabrück	4	307,098	435,200	290
" Harz	5	84,931	137,234	184
Total	11	411,912	599,512	593
2. Raw steel iron ("Rohstahleisen")—				
Joint District of Harz	1	19,1 8	35,925	23
3. Castings from ore—				
Province of Hildesheim	(Same as in II, A, 1)	8,003	28,009	47
" Lüneburg	1	13,333	53,334	68
" Osnabrück	2	9,520	22,300	30
" Harz	5	26,718	103,316	245
Total	8	57,574	206,959	390
Joint District of Harz	(Same as in II, A, 2)	9	21	(Same as in II, A, 2)
4. Castings from raw iron—				
Province of Hanover	3	42,912	170,881	315
" Hildesheim	(Same as in II, A, 1)	1,481	5,182	(Same as in II, A, 1)
" Lüneburg	3	14,417	49,916	54
" Stade	3	10,300	56,000	71
" Osnabrück	4	10,019	33,388	73
" Aurich	2	10,500	36,750	190
" Harz	2	13,954	54,888	153
Total	17	103,583	407,005	856
5. Bar and rolled iron—				
Province of Hildesheim	1	2,981	13,721	17
" Osnabrück	1	6,640	12,000	15
" Harz	30	40,106	198,734	213
Total	32	49,729	224,455	245
6. Iron wire—				
Harz	1	887	8,883	11
7. Steel—				
Harz	1	804	12,111	20
B. *Gold and Silver.*				
1. Gold—				
Joint District of Harz	1	8·757 lbs.	3,888	(Same as in II, B, 2)
2. Silver—				
Harz	4	20,035·005 lbs.	657,392	468
Joint District of Harz	(Same as in II, B, 1)	1,815·570 lbs.	53,861	2
C. *Lead Produce.*				
1. Lead ("Kaufblei")—				
Harz	(Same as in II, B, 2)	87,141	551,021	(Same as in II, B, 2)
Joint District of Harz	3	7,208	46,586	(Same as in II, C, 2)
2. Litharge ("Glätte")—				
Harz	(Same as in II, B, 2)	5,955	38,469	(Same as in II, B, 2)
Joint District of Harz	(Same as in II, C, 2)	3,115	21,182	155

	Number of Works.	Amount of Produce in Quintals.	Money value of Produce on the spot, in Dollars.	Number of Hands employed.
3. Sheet lead— Joint District of Harz	1	1,984	14,880	4
D. *Copper.*				
1. Dressed Copper ("Garkupfer")— Harz	(Same as in II, B, 2)	1,375	44,215	(Same as in II, B, 2)
Joint District of Harz	1	3,268	107,844	60
2. Wrought Copper ("Verarbeites Kupfer")— Joint District of Harz	1	768	34,560	12
E. *Brass.*				
Joint District of Harz	1	525	23,625	27
F. *Zinc, in Plates and Bars.*				
Joint District of Harz	(Same as in II, C, 1)	153	918	(Same as in II, C, 2)
G. *Produce for the use of Dyers in Blue.*				
Province of Hanover	2	1,130	13,800	18
H. *Alum.*				
Joint District of Harz	1	143	477	1
I. *Vitriol.*				
1. Blue Vitriol— Joint District of Hartz	1	3,946	45,379	6
2. Sulphate of iron— Joint District of Harz	1	3,578	4,771	4
3. Zinc Vitriol— Joint District of Harz	2	7,592	11,388	14
4. Mixed Vitriol— Joint District of Harz	1	4,591	15,907	5
K. *Sulphur.*				
Joint District of Harz	1	666	2,544	2
Total of Foundries, Smelting Establishments, &c., in the Kingdom ..	76	720,308 and 22,035·005 lbs. of silver.	2,763,822	2,601
Total in the Harz District jointly owned by Hanover and Brunswick	16	56,674 and 8·757 lbs. of gold; and 1,815·570 lbs. of silver.	423,756	315

III. Salt Works.

	Number of Works.	Amount of Produce in Quintals.	Money value of Produce on the spot, in Dollars.	Number of Hands employed.
1. White common Salt—				
Province of Hanover	6	318,058	112,493	137
„ Hildesheim	7	72,860	57,796	52
„ Lüneburg	3	262,140	133,313	143
„ Osnabrück	1	51,500	30,042	60
Total	17	704,558	333,644	392
2. Black and yellow Salt—				
Province of Hanover	(Same as in III, 1)	5,245	1,877	(Same as in III, 1)
„ Hildesheim	Ditto	4,446	1,846	Ditto
„ Lüneburg	Ditto	5,282	1,610	Ditto
„ Osnabrück	Ditto	300	150	Ditto
Total	..	15,273	5,483	..
3. Manure Gypsum ("Düngegyps")—				
Province of Hanover	(Same as in III, 1)	1,150	203	(Same as in III, 1)
„ Hildesheim	Ditto	1,270	193	Ditto
„ Osnabrück	Ditto	490	33	Ditto
Total	..	2,910	429	..
4. Glaubers Salt—				
Joint District of Harz	(Same as in III, 5)	955	1,533	(Same as in III, 5)
5. Sulphuric Acid—				
Joint District of Harz	1	26,023	54,303	19
Total of Salt Works	17	722,741	339,556	392
Besides those in Joint District of Harz	1	26,978	55,836	19
Grand Total of Mines, Foundries, &c., and Salt Works, throughout the Kingdom	251	11,205,087	4,797,745	9,240
Grand Total in the Harz District, jointly owned by Hanover and Brunswick	50	384,235 and 8·757 lbs. of gold; and 1,815·570 lbs. of silver.	659,596	550

The attention due to any German advocacy of the adoption by the Zollverein of a more liberal commercial policy than the present one, induces me to annex a translation which I have made of an ably written article which appeared some time ago in a Hanoverian paper, recommending the abolition of the present duty on cotton twist.

The writer observes, with justice, that although the spinning trade of Germany has prospered at an enormous rate since the imposition of the high import duty on yarns in 1846, yet that that prosperity has been purchased at the expense of the weaving and other interests, and that the profits derived by it have come out of the pockets of the community at large. It is time, he says, that such a state of things should cease.

The qualified and almost apologetic tone assumed by a liberal writer in arguing on behalf of doctrines which in England have long ceased to be a subject of controversy or of doubt, shows how little progress, in reality, the teachings of Free Trade have made in Germany.

"*The Duty on Cotton Twist.*—A very considerable increase has taken place in the spinning trade of the Zollverein since the import duty upon unbleached cotton yarn (of one and two threads) was raised from 2 to 3 dollars per quintal. The number of spindles has risen rapidly from 750,000 in 1846, before the alteration in the duty, to upwards of 2,000,000. The present high duty has not only curtailed the importation of yarns, but has caused an increase in the consumption of cotton wool from 2·60 lbs. per head of the population in 1848, to 3·13 lbs. in 1858.

"It is obvious that the profits cleared by the spinners of Germany in return for the capital invested by them must augment in proportion as the importation of foreign yarn is checked by the high duty, at the same time that the consumption within the limits of the Zollverein is considerably greater.

"The vast amount of capital which has been consequently sunk in this branch of industry can hardly be over-estimated at 30,000,000 dollars (4,500,000*l.*), and the establishment of fresh spinning factories may be expected to add to this sum every year.

"So considerable a development of the spinning trade of the Zollverein cannot but afford great matter for satisfaction. German capital is thus profitably invested, and thousands of heads and hands are employed in productive industry. It is questionable, nevertheless, whether all these advantages are not more than counterbalanced by concomitant evils.

"German consumers are forced to pay the spinners for every quintal of yarn, and, consequently, for the cloth in the manufacture of which it is employed, 3 dollars more than they would have to pay if competition were entirely unrestricted. This is a considerable sum as regards stuffs such as cotton, the use of which has become a necessity of life, and whose area of consumption is daily on the increase: it is extracted, too, from all classes of the people, especially the poorer ones, eventually to find its way into the pockets of a few capitalists.

"The consumption of cotton goods is on the increase, but it would increase at a still greater rate were it not for the high price of yarns occasioned by the protective duty. Not only would the mass of the public find their wants more amply supplied, but a stimulus would be given to commercial intercourse, and, above all, increased employment to a very considerable extent would be given to weavers, dyers, and other operatives engaged in the manufactures of which yarn is the staple. The produce of their labour would find an outlet, not merely in home, but also in foreign consumption, and would be able to sustain competition in the markets of the world. This would be a direct gain to all commercial establishments, to railways, navigation, &c.

"It can hardly admit of a doubt but that the prosperity of the nation would benefit far more by the possession of all those advantages, from which it is now excluded by the artificial dearness of yarn, than it benefits at present by the profits of the spinning trade.

"The advocates of a high duty upon yarn dispute, indeed, the correctness of this assumption. They point to the large amount of money which is thus kept in the country, and to the number of hands which are employed by them. But the doctrine of keeping money in a country through the instrumentality of protective or prohibitive duties is one which has been condemned long ago, for the very countries which have clung to the system with the greatest pertinacity are those which have made the least progress in prosperity.

"And with regard to the very question in discussion, it is evident that the money spent abroad in the purchase of yarns would return with interest from the sale of tissues. With respect to the number of hands employed in the spinning trade of the Zollverein, it is imperceptibly small as compared with the number of those which would be employed in the weaving trade if it were not for the artificial dearness of yarn, for it takes sixteen weavers to work at a loss in order to employ one spinner.

"There is no question, however, of allowing the spinning trade of the Zollverein to fall into decay, but merely of obliging it to furnish goods at lower prices.

"It is indisputably true, indeed, that except as regards the cheapness of labour, the English spinners have every advantage over those of Germany, and can manufacture yarns therefore at a cheaper rate. Without going into the question of how far the disadvantages under which the German, as compared with the English spinners labour, might be balanced by a reduction of the high import duty on machinery, by the conveyance of coal being cheapened, and by more practised skill in the operations, it may suffice to observe that, in spite of all those disadvantages, English competition admits of the spinning trade of the Zollverein realizing a net profit of from 11 to 35 per cent.

"It is asked with reason why should the State, by means of protective duties, aid individuals in making such profits at the expense of the national prosperity.

"Partly from necessity, and partly of its own free will, the State is carried along by the great irresistible current of the times, or, to speak more clearly, the State submits to the necessity of large accumulations of capital, which, unless a country chooses to allow itself to be excluded altogether, require new commercial outlets amidst new fields of civilization. Protective duties are one of the means calculated to promote such accumulations of capital in a comparatively small number of hands, and within a comparatively small space of time. England, although she has now removed all protection to her industry, is indebted, in great measure, to these very means for her colossal wealth and political power. The example of other countries, however, where the system of prohibitive and protective duties has only resulted in the decay of public prosperity, proves that England, to have achieved such opposite results, must have been favoured by peculiar conditions. Such, in fact, has been the case. Her ubiquity, her political freedom, and the freedom of her industry at home, acted as a corrective and as a set-off to a system intrinsically wrong. Even England, however, has reaped many of its sinister consequences in the low condition, intellectual, moral, and material, of a large stratum of her population. How much more has Germany, deprived as she is of those compensatory conditions, to fear from artificial accumulations of capital formed at the expense of the general weal?

"Notwithstanding this, the struggle against that system of political economy into which Germany has been drawn, by the policy of protective duties, is not likely for the present to produce any result. Apart from the power which is created, and the influence which is exercised by the number of millions of dollars employed in the service of protective duties, a power and influence which neutralize the strongest pleas, the system is so artificially interwoven with our whole economical condition that fears are entertained lest any attempt to shake it might plunge it into still worse complications.

"Want of reason among the masses prevails, for a time at least, over the claims of common sense. The accumulation of capital in the hands of the middle classes gives them, moreover, considerable political weight. In the struggle for civil and political equality, the pretensions of feudalism are defeated by capital, and defeated more fully where accumulated capital is most abundant.

"If we were to look, therefore, merely at the immediate political results of the protective system, we might feel ourselves restricted in our condemnation. But the general good of the nation, and that popular power which is based upon a sound state of political economy, must be rated far above rapid political triumphs, which are often equivocal in their final results.

"Free trade legitimately carried out, that is to say, the right of buying in the cheapest and selling in the dearest market, and of exercising every kind of labour for which a purchaser can be found, is so natural, so reasonable, and fair, as regards the general body both of consumers and producers, that no practical man can be opposed to it who looks at the interests of the community at large, instead of those of a narrow circle within the mere range of his own experience.

"Meanwhile, the industrial condition of Germany, as already stated, is based upon principles so opposed to those of Free Trade as to preclude the hope either of their early recognition, or of their being practically carried out. To attempt it at once would be to aim at a revolution in the national economy, which, like political revolutions with radical tendencies, would assuredly fail of its object. Erroneous principles, which are widely disseminated, and applied in a multiplicity of ways to the most important transactions of life, can be eradicated only by awakening a conviction of the most palpable of the abuses connected with them, and by insisting on their abrogation upon points only where it can be effected without injury to the actual interests of a numerous class.

"Within the range of German protected industry, one of those points is to be found in the spinning trade.

"The duty by which it is protected is a gross abuse, obviously at the expense of other branches of industrial labour and of the general welfare of the people. Its abolition is, moreover, feasible without any extensive injury to actual interests.

"The proprietors of spinning establishments would merely lose a per-centage upon their large profits, and even these would be restored to them in their entirety in the course of a few years by dint of improved machinery and by increased skill in their workmen.

"A motion advocating the abolition of the duty on cotton twist was rejected, it is true, by a feeble majority in the Congress of Political Economists held at Stuttgardt. But the balance was turned on that occasion by the manufacturers of Southern

Germany alone, whose interests are closely connected with the protective duty. Like the representatives of industry who assembled some time ago at Frankfort, shutting their eyes to the general good of the nation, they express themselves in favour of every kind of protective duty, in order to prevent a breach being made in any part of the system. The rational results of such a change are precisely the object of their alarm. Their voice, therefore, should have no weight with Governments when there is a question of removing palpable abuses like that of the duty on cotton twist."

(Signed) **GEORGE PETRE.**

Report on Statistics, &c.

Hanover, January 1862.

MY Statistical Report for the year which has just elapsed includes such official Returns as have been published from time to time since January last by the Hanoverian Statistical Department, and one or two which I have derived from other sources. The utility, to a prosperous community like this, of the publication—and the publication at regular intervals—of more ample statistical information, especially as regards industry and commerce, seems hardly to be as yet sufficiently recognized by the Hanoverian Government. No blame on this account can be imputed to the Statistical Department, whose duty it is merely to arrange and tabulate the materials which are sent from the Ministry of the Interior. I should in justice add, however, that there are indications of improvement, although its fruits are not as yet apparent in the fragmentary statistics which furnish matter for this Report. They consist of—

1. A Return (not published by the Statistical Department) of the import and export trade of Leer, one of the chief mercantile ports on the Ems, during the year 1860. This account, like most commercial Returns in countries within the limits of the Zollverein, merely specifies quantities, and not value. The chief trade of Leer is carried on with the Prussian Baltic ports, with Great Britain, and with the Netherlands. The imports from Great Britain consist mainly of cotton and cotton-yarns, iron, hardware, coal, train-oil, woollen yarn and woollen goods; and the exports, of butter, potatoes, flour, corn, and wood; amounting together to 355,927 quintals. The geographical position of the port of Leer, and its connection by railway with the Rhenish districts, would seem to point it out as an advantageous outlet for the produce of those countries, as well as the channel for their importations.

2. The latest Hanoverian Shipping Returns (for the year 1860), in continuation of those forwarded in my Report of last year. They give a detailed account of the mercantile marine of the Kingdom, which comprised, at the close of 1860, 817 sea-going vessels, of an aggregate tonnage of 49,320 lasts, and manned by 4,778 sailors. Sixty-three new sea-going ships, of a tonnage of 6,305 lasts, exclusive of river craft, were built in the Hanoverian yards during 1860. The great majority of these vessels were built for home account. The ship-building yards at Harburg, those belonging to the Messrs. Godeffroy and Dreyer, were the only ones employed in executing foreign orders.

The amount of Hanoverian ships building in 1860, both as regards the number and tonnage of vessels, was very slightly in excess of the previous year, and both years were considerably behind 1857 and 1858. This falling off is attributed to the unfavourable political influences which affected commerce and navigation generally in 1859 and 1860, and is owing, perhaps, in part, to the lingering effects of the monetary crisis of 1857.

I have appended to the shipping Returns a Statement of the number of shipwrecks which occurred to Hanoverian vessels in 1860; they amounted to nearly 10 per cent. of the whole shipping of the country, and a large proportion of them occurred upon the coasts of the North Sea. These serious losses, and perhaps, the example of the valuable life-boat institutions of Great Britain, appear to have awakened public attention to the absence of all similar means of saving life and property on the frequented coasts of the North Sea and at the mouths of the great rivers which flow into it A society, the first, I believe, of the kind, was founded a few months ago at Emden, for the purpose of supplying this deficiency, and it is to be hoped that the example will be followed by others.

3. A statement which I have extracted from a very elaborate Report which

has recently been published by the Railway Department here, of the receipts of the Hanoverian railways during the year 1860, as compared with those of each of the sixteen preceding years which have elapsed since the opening of the first railway, and also a statement of the sums which have been expended upon their construction.

All the Hanoverian railways, 110·43 German miles in length, are the property of the State, and are exclusively under Government management. They have cost the Hanoverian Treasury altogether in their construction, about 5,500,000*l.* sterling, of which upwards of 660,000*l.* had been paid off at the end of 1858 by means of the sinking fund; the residue, under the denomination of the "railway debt," constitutes an integral part of the consolidated debt of the country. The net profits derived from the Hanoverian railways in 1860 amounted to 1,956,926 dollars (293,539*l.*), inclusive of the profits of the Telegraph Department.

The railway connecting Bremen with Bremerhafen, and with the contiguous Hanoverian port of Geestemünde, at the mouth of the Weser, is now completed, and will be opened for public traffic in a few days. A glance at the map will show that it is one considerable importance, both to Bremen and to Hanover. The increasing obstacles to the navigation of the Weser, from its mouth to Bremen, have almost shut out that emporium of German commerce from the sea, and heavy goods have to be transhipped to lighters in order to ascend the river from Bremerhafen. On the other hand the Hanoverian Government build great expectations upon this railway in connection with the rival port which they have established at considerable cost at Geestemünde.

The construction of several new railways has been decided upon by the Hanoverian Government, subject to the sanction of the Chambers: one to connect this city with the Deister hills, which are rich in coal mines and quarries; one between Göttingen and Gotha, and another that is to connect the North-Western Railway at a point not yet settled I believe, in the direction of Papenburg, with the Dutch railway at Groningen.

A line is also projected from Harburg to Bremen, and one to connect Lüneburg with the Elbe, which is to be crossed by a floating steam-ferry at Lauenburg.

The railway, concerning which negotiations are still pending with the Government of Hamburgh, and which is intended to connect that city with Harburg by means of permanent bridges across the two arms of the Elbe will, if realized, be a gigantic undertaking. Its cost is estimated at 9,000,000 dollars, but its commercial importance, both to this country and to Hamburgh, is obvious.

4. The Hanoverian Post-office Returns for 1860.

5. A Return, accompanied by explanatory observations, of the number of births, marriages, and deaths during 1860. The deaths were at the rate of 2·21 per cent. of the population, and the births exceeded the deaths by 19,735; assuming this as the average, and estimating the annual drain upon the population resulting from emigration in excess of immigration at under 4,000, it would give about 16,000 as the annual increase of the population.

Of the children born within the country in 1860, about 10 per cent. were illegitimate.

The results of the triennial census, which took place in December last, have not as yet been published.

6. A Return of the number of emigrants and immigrants during 1860.

The former amounted to 4,927 as against 4,562 in the previous year, and the latter to 1,053 as against 888 in 1859.

As four-fifths of these emigrants go the North American Continent, there is little doubt but that the civil war which is now desolating the United States will have a very sensible effect upon the Returns of 1861, although to a certain extent it may merely divert the emigration into other channels. The Hanoverian Returns for the past year will not be made up for several months, but I am enabled to add a statement of the total number of German emigrants who left Bremen in 1861; they amounted to 17,261 persons in all, being 12,867 less than in 1860. I am informed also that nearly 100 Hanoverian emigrants returned home from the United States during the past year.

7. An account of the operations of the Hanoverian Savings' Banks during 1860, as compared with the four preceding years.

This Return affords satisfactory evidence of the growing prosperity of the lower classes in this country. There were 8,272 more depositors in 1860 than in 1859, and 28,071 more than in 1856; whereas the amount of deposits in 1860 exceeded those of 1859 by 1,098,428 dollars (about 165,000*l.*), and those of 1856 by 3,026,689 dollars (454,000*l.*)

The present condition of the public finances will be best seen by the biennial Budget (1862-64), which will shortly be submitted to the Chambers, and which may form the subject of a subsequent Report. As an indication, however, of the soundness of public credit, I annex one of the latest quotations of Government securities.

Exclusive of the debt incurred for the construction of railways, the profits of which, as I have stated above, give 5⅗ per cent. interest on the capital, the public debt of Hanover amounts in broad numbers to 2,500,000 dollars sterling, or about four-fifths of the public income.

(Signed) GEORGE PETRE.

(1.)—*Import and Export Trade of Leer during the year* 1860.

The quantity of goods entered inwards and outwards in the port of Leer in 1860 amounted to 1,328,578 quintals; the imports amounted to 1,013,755½ quintals, being 190,684¼ more than during the previous year, and the exports to 314,822½ quintals, being 52,618½ quintals more than in 1859.

The subjoined account indicates the countries with which this trade was carried on, and the nature and quantities of the principal articles of import and export.

1860.

Countries.	Articles of Import.	Articles of Export.	Quantities.
			Quintals.
Prussian Ports of the Baltic.	Flax, wood, corn (chiefly rye) ..	Wrought iron, &c., steel and steel goods, sheet iron and steel plates, glass, paper, stones, and slates	378,869
Great Britain	Cotton and cotton yarns, cement, pig iron, ironware, flax, linen yarn, fragments of machinery, oils, rice, soda, alkali, stones and slates, coal, train oil, vitriol, woollen yarn, and woollen goods	Butter, clay, ores, manufactures in wood, potatoes, flour-mill machinery, oil cakes, and corn (chiefly oats)	355,927
Holland	Raw cotton (the cargo of a ship bound for Leer but wrecked off Aveland), cement, flax, coffee, potatoes, oil, potash, slates, tea, tar, wine, and corn	Beer, flour, butter, corn, wood, tar, ironware	186,308$\frac{1}{10}$
Sweden and Norway ..	Raw and wrought iron, wood, tar, train oil, rye	Fish (1,228 quintals) ..	126,775½
Russia	Flax, hemp, &c., wood, potash, tar, rye, linseed	Ironware (19,348 quintals) ..	93,731½
Hamburgh, Harburg, and other Ports on the Elbe	Fish, wood, coffee, oils, salt, soda, alkali, syrup, train oil, wine, sugar, rapeseed	Ironware and castings, honey ..	62,219
Ports of East Friesland and Oldenburg	Chicory, iron, fish, wood, bark, bones, oil cakes, corn	Wood and manufactures in wood, oils, tar, rye	61,561
Bremen and the Ports on the Weser	Cotton, apothecaries' wares, hides, resin, wood, rice, potash, salt, stones, slates, tropical fruits, tobacco leaves, tar, earthenware and pottery, wine, rye	.. .. ..	53,040$\frac{6}{10}$
Denmark	Rapeseed	Iron castings (449 quintals) ..	4,394
France	Wine and buckwheat	.. .. ..	3,403
America	Hides	.. .. ..	1,140⅖
Belgium	.. .. ..	Wood and articles in wood ..	208½

Navigation Returns of the Port of Leer for 1860.

	Number.	Tonnage in Lasts.
Ships entered inwards	1,631	34,868½
Ships cleared outwards ..	1,683	37,385⅞
Total in 1860 ..	3,314	72,254⅜

(2.)—*Hanoverian Shipping Returns for* 1860.

Sea-going vessels.—The number of Hanoverian sea-going vessels (exclusive of coasters and river-craft) amounted at the close of 1860 to 817, with a tonnage of 49,320 ship's lasts, and the crews to 4,778 sailors; this is inclusive of one screw-steamer belonging to one of the ports upon the Ems, of 42 horse-power, with a tonnage of 108 lasts.

The above-mentioned sea-going [vessels, forming the mercantile marine of Hanover, are distributed among the various ports of the kingdom, as indicated in the following Table:—

Ports.	Number of Sea-going Vessels.	Burden in Lasts.	Crews.
Ports on the East Friesland Coast	114	4,069	432
Ports on the Ems and Leda and their tributary canals	514	29,677	2,833
Ports of the Weser	37	4,917	552
Ports of the Elbe and Western Ports . ..	152	10,657	961
Total	817	49,320	4,778

The four chief ports of the kingdom as regards the number of sea-going vessels owned by them are Papenburg, Emden, Leer, and Harburg; their relative importance is indicated as follows:—

Ports.	Sea-going Vessels.	Burden in Lasts.	Crews.
Papenburg	156	10,897	1,041
Emden	101	7,395	560
Leer	39	3,232	276
Harburg	24	3,578	259

The now thriving port of Geestemünde at the mouth of the Weser, which only owned one sea-going vessel of 75 lasts in 1853, and five of 938 lasts in 1856, at the close of 1860 owned 13 seagoing vessels of an aggregate burden of 1,896 lasts, manned by 134 sailors. The railway about to be opened between Geestemünde and Bremen will in all probability give a considerable impetus to the prosperity of this port.

Of the 4,778 seamen forming the crews of the above 817 sea-going ships, 1,104 had qualified as masters.

River craft and barges.—The total number of river craft and barges amounted at the close of 1860 to 2,478 of an aggregate tonnage of 26,144 lasts, manned by 4,943 sailors and boatmen, and distributed as follows among the various ports of the kingdom:—

Ports.	Vessels.	Burden in Lasts.	Crews.
Ports on the East Friesland Coast	167	1,327	414
Ems District	805	6,673	1,522
Weser District	197	4,986	451
Elbe District	1,309	13,158	2,556
Total	2,478	26,144	4,943

The foregoing enumeration includes 11 river steamers of from 24 to 60 horse-power, of an aggregate tonnage of 415 lasts.

Hanoverian ship-building in 1860.—There were 133 ship-building yards throughout the kingdom at work in the year 1860, some for building and repairing, and some for repairs only; of this number 9 are situated on the sea-coast of East Friesland, 65 on the Ems and the Leda and their adjacent canals, 12 on the Weser and the Aller, and 47 on the Elbe, &c.

The following is a Return of all vessels constructed in 1860, including sea-going ships, river craft and barges, and exclusive of vessels on the stocks at the close of the year, which consisted of 62 sea-going vessels and 46 river craft, &c.

	Sea-going Vessels completed.	Burden in Lasts.	River Craft and Barges.	Burden in Lasts.
On the North Sea coast	1	47	7	63
On the Ems, Leda, and adjacent canals	37	1,888	38	430
On the Weser and the Aller	13	1,754	5	287
On the Elbe and its adjacent rivers	12	2,616	60	942
Total	63	6,305	110	1,722

Shipwrecks in 1860.—The storms which prevailed during 1860 occasioned severer losses to Hanoverian shipping than it has experienced since the year 1849.

The total number of Hanoverian sea-going ships wrecked in the course of the year 1860, including those which have not been heard of and are considered to have been lost, amounted to 78, of an aggregate tonnage of about 3,647 lasts, and of the crews of which 161 persons perished; a loss, therefore, of nearly 10 per cent. of the total shipping of the country, and of about 8 or 9 per cent. of its aggregate tonnage. With respect to 32 of these vessels, there is no sufficient information as to where they were wrecked; of the remaining 46, 40 were lost in the North Sea, 4 in the Baltic and the Cattegat, 1 on the Eastern Coast of South America, and 1 in the China Seas.

(3.)—*Hanoverian Railway Returns for* 1860.

Account showing the Total Cost of Construction of the Hanoverian System of Railways from 1844 to 1860 inclusive, specifying the Amounts contributed by other States; together with a Statement of the Annual Receipts and Expenditure of those Railways during each year of the above-named period.

Cost of Construction.

Years.	Length, in German miles, of Line open.	Total Cost of Construction.	Portion of Cost defrayed by Hanover.	Years.	Length, in German miles, of Line open.	Total Cost of Construction.	Portion of Cost defrayed by Hanover.
July 1—		Dollars.	Dollars.	July 1—		Dollars.	Dollars.
1843–44 ..	8·17	483,191	438,191	1852–53 ..	58·80	18,410,857	14,178,580
1844–45 ..	8·17	1,357,280	957,280	1853–54 ..	60·40	21,525,593	17,355,328
1845–46 ..	11·93	2,219,841	1,719,841	1854–55 ..	73·99	26,021,709	21,772,971
1846–47 ..	32·31	4,820,000	4,220,000	1855–56 ..	107·18	29,967,250	25,541,549
1847–48 ..	54·60	13,524,610	10,713,122	1856–57 ..	110·43	41,659,331	34,370,468
1848–49 ..	54·60	17,383,243	12,893,712	1857–58 ..	110·43	44,556,559	35,808,655
1849–50 ..	54·60	17,594,721	13,090,829	1858–59 ..	110 43	45,021,182	36,159,996
1850–51 ..	54·60	16,951,138	12,914,918	1859–60 ..	110·43	45,083,133	36,169,514
1851–52 ..	54·60	17,235,960	13,179,365				

Passenger Traffic.

Years.	Specification of Passengers Conveyed.					Total Number Conveyed.
	1st Class.	2nd Class.	3rd Class.	Emigrants.	Soldiers.	
1843–44	879	13,843	37,540	..	..	52,262
1844–45	2,232	44,405	130,725	..	..	177,362
1845–46	2,763	68,714	202,967	..	..	274,444
1846–47	3,996	99,912	354,691	..	..	458,599
1847–48	7,926	172,381	672,964	..	3,300	856,571
1848–49 . ..	7,613	179,171	810,199	7,718	123,228	1,127,929
1849–50	10,447	196,474	790,385	12,125	54,785	1,064,216
1850–51	11,622	203,229	808,257	12,664	65,665	1,101,437
1851–52	14,526	225,307	826,024	30,521	10,372	1,106,750
1852–53	13,617	231,703	811,708	31,500	8,982	1,097,510
1853–54	12,317	252,450	969,641	41,699	14,404	1,290,511
1854–55	12,096	286,049	1,239,622	38,187	18,286	1,594,240
1855–56	14,084	328,328	1,483,466	20,860	11,855	1,858,593
1856–57	17,566	392,948	1,804,076	32,497	11,485	2,258,572
1857–58	20,730	387,788	1,598,174	26,154	17,245	2,050,091
1858–59	20,755	385,756	1,630,902	15,609	60,165	2,113,187
1859–60	21,975	373,008	1,581,919	19,634	25,249	2,021,785

Goods Traffic.

Years.	Weight of Goods Conveyed.	Conveyed in addition.			
		Carriages.	Horses.	Dogs.	Other Animals.
	Quintals.	Number.	Number.	Number.	Number.
1843–44	29,422	17	..	393	..
1844–45	374,826	380	38	1,005	279
1845–46	762,547	559	53	1,346	909
1846–47	1,835,696	737	149	1,894	3,150
1847–48	3,396,485	1,005	618	3,325	5,417
1848–49	4,348,289	579	439	3,740	2,831
1849–50	4,904,366	724	441	4,217	2,886
1850–51	5,709,519	800	439	4,752	3,485
1851–52	6,892,201	646	496	5,125	3,801
1852–53	8,209,438	669	556	5,479	4,382
1853–54	11,236,008	624	623	5,992	4,308
1854–55	14,379,835	638	677	6,529	5,825
1855–56	16,391,839	902	822	6,283	6,996
1856–57	21,285,377	849	1,104	6,915	8,736
1857–58	23,027,187	572	1,465	6,294	8,494
1858–59	23,336,626	722	1,642	6,465	9,194
1859–60	24,814,976	605	1,506	7,226	11,855

Gross Receipts.

Years.	Passenger Traffic, including Luggage.	Goods Traffic.	Telegraphs.	Miscellaneous (Rents, &c.).	Total of Gross Receipts.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1843–44	24,223	3,400	..	..	27,623
1844–45	85,489	33,317	..	262	119,068
1845–46	132,042	57,270	..	794	190,116
1846–47	232,842	137,801	..	3,005	373,648
1847–48	574,444	403,433	..	10,035	987,912
1848–49	769,348	789,385	..	10,086	1,568,819
1849–50	764,806	875,839	..	17,803	1,658,448
1850–51	822,623	940,074	..	36,481	1,799,177
1851–52	864,188	1,070,886	..	35,021	1,970,055
1852–53	828,085	1,161,295	5,730	35,135	2,030,246
1853–54	925,955	1,393,848	5,989	53,453	2,447,774
1854–55	1,062,573	1,826,717	10,323	85,255	3,020,867
1855–56	1,218,495	2,077,577	36,899	56,584	3,389,556
1856–57	1,578,868	2,654,951	56,371	106,186	4,396,376
1857–58	1,744,963	2,728,421	58,350	102,370	4,634,104
1858–59	1,736,683	2,801,590	51,325	103,788	4,693,386
1859–60	1,679,036	3,022,088	64,113	110,532	4,875,769

Expenditure.

Years.	On the General Traffic and Administration.	Telegraphic Department.	Total.	Per Mile of Railway.	Per-centage on Gross Receipts.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1843–44	36,654	..	36,654	13,626	..
1844–45	53,179	..	53,179	6,509	51·37
1845–46	94,088	..	94,088	8,550	53·17
1846–47	207,018	..	207,018	10,281	49·58
1847–48	570,185	..	570,185	11,934	55·14
1848–49	811,976	..	811,976	14,651	51·02
1849–50	809,006	..	809,006	14,811	49·55
1850–51	770,013	1,207	771,220	14,803	46·28
1851–52	779,476	2,843	782,319	15,016	42·49
1852–53	897,131	6,574	903,705	16,981	44·41
1853–54	1,149,750	6,632	1,156,382	19,251	48·57
1854–55	1,493,449	22,943	1,516,392	21,349	50·17
1855–56	1,971,990	15,544	1,987,534	24,742	58·62
1856–57	2,470,322	29,451	2,499,773	22,787	56·80
1857–58	2,635,184	36,002	2,671,186	24,189	57·60
1858–59	2,531,082	41,130	2,572,212	23,293	54·78
1859–60	2,326,773	38,570	2,365,343	21,419	48·45

NET RECEIPTS.

Years.	From the whole Lines of Railway.	Reimbursed to other States.	Total of Hanoverian Net Receipts.	Per-centage on the Capital expended by Hanover.
	Dollars.	Dollars.	Dollars.	
1843-44				
1844–45	65,889	22,735	43,154	4·51
1845–46	96,016	28,718	67,298	3·91
1846–47	196,376	35,763	160,613	3·81
1847–48	443,124	99,309	343,815	3·21
1848–49	773,562	217,157	556,405	4·31
1849–50	836,630	252,743	583,887	4·46
1850–51	895,395	201,226	694,169	5·37
1851–52	1,048,689	235,281	813,408	6·18
1852–53	1,126,482	263,541	862,941	6·12
1853–54	1,122,864	290,869	931,995	5·37
1854–55	1,504,742	317,540	1,187,202	5·45
1855–56	1,402,022	300,483	1,101,539	4·31
1856–57	1,896,705	531,560	1,365,145	4·09
1857–58	1,962,560	513,058	1,449,502	4·05
1858–59	2,121,304	530,870	1,590,434	4·40
1859–60	2,510,426	553,500	1,956,926	5·41

AMOUNT OF ROLLING STOCK AT THE CLOSE OF 1860.

Locomotives.	Tenders.	Passenger Carriages.	Covered Trucks.	Open Trucks.
202	171	298	1,103	2,728

(4.)—*Hanoverian Post Office Returns for* 1860.

The number of transmissions through the Hanoverian Post-offices in 1860, comprised in the Letter Post ("Brief Post") Department, amounted to 11,010,600, being 182,930 in excess of the previous year. Of this number 5,943,490 were prepaid and 2,313,550 unpaid letters, making the total number of letters transmitted 8,257,040. The proportion, therefore, of paid to unpaid letters was as 72 to 28.

The number of transmissions through the Parcel Post ("Fahr Post") amounted to 2,538,840, of an aggregate weight of 11,173,400 lbs., and of the value of 119,030,400 dollars (17,854,000*l.*); being an increase as compared with the previous year of 147,300 in the number of transmissions, and of 514,200 lbs. in the weight, and a diminution as regards value of 12,375,940 dollars.

The proportion of transmissions through the Letter Post as compared with those through the Parcel Post was as 5 to 1.

The number of newspapers transmitted through the Post-office during 1860 amounted to 5,706,000, and the total number of passengers conveyed in the mail coaches to 181,500.

(5.)—*Return of the Number of Births, Marriages, and Deaths in the Kingdom of Hanover during the year* 1860.

Births.—The total number of births within the kingdom in 1860 amounted to 62,835, or 3·41 per cent. of the population according to the census of 1858, being 2,100 less than in the year 1859.

Of the 62,835 children born in 1860, 32,515, or 51¾ per cent., were males; and 30,320, or 48¼ per cent., females.

Of the total number 2,402, or 3·82 per cent., were still-born, and 6,654, or 10·41 per cent., illegitimate. Still-born children were relatively more numerous among the illegitimate than the legitimate births, amounting in the former to 4·49 per cent. and in the latter to 3·74 per cent. There were 296 illegitimate children born fewer than in the preceding year.

Among the births of 1860 there were 713 cases of twins, and 10 of three at a birth, as against 817 and 7 in the previous year.

Marriages.—There were 16,159 couples married in 1860, being 432 more than in 1859, but 45 less than 1858.

Deaths.—Exclusive of still-born infants the total number of deaths in 1860 amounted to 40,698, being at the rate of 2·21 per cent. of the population. Of these 20,469 were males and 20,229 females.

Subjoined is a tabular statement showing the different ages at which the deaths occurred :—

Ages.	Number of Deaths.	Per-centage of Total Deaths.	Ages.	Number of Deaths.	Per-centage of Total Deaths.
1 year	8,611	21·16	From 45 to 60 years	5,673	13·94
From 1 to 3 years	4,302	10·57	From 60 to 90 years	10,982	26·99
From 3 to 7 years	2,063	5·07	Above 90 years	91	0·22
From 7 to 14 years	1,304	3·20			
From 14 to 20 years	1,152	2·83		40,698	100
From 20 to 45 years	6,520	16·02			

Of the total deaths, therefore, 16,280 were of children under the age of 14. Of the 20,229 females who died in 1860, 474 died in child-birth, viz., 1 in 43, and out of 249 cases of suicide 37 were by females.

The cholera, which carried off 1,091 victims in 1859, never assumed an epidemic form in 1860, and only four deaths occurred under this head.

Excess of Births over Deaths.—The excess of births over deaths in 1860, exclusive of still-born children, amounted to 19,735, equal to 1·07 per cent. of the population; this number is less than the excess in the previous year by 856, but as compared with preceding years the result is highly favourable to the increase of the population.

During the decennial period 1850-59, the average annual excess of births over deaths amounted only to 16,223, which is 21½ per cent. less than in 1860.

(7.)—*Operations of the Hanoverian Savings' Banks during the year* 1860, *as compared with the four preceding years.*

Years.	Number of Banks.	Number of Depositors.	Amount of Deposits.		
			Dollars	gr.	pf.
At the close of 1860	118	89,736	7,468,191	23	8
„ 1859	118	81,464	6,369,771	12	8
„ 1858	115	74,963	5,607,260	2	7
„ 1857	108	66,934	4,886,029	8	1
„ 1856	104	61,666	4,441,502	16	8

These results show that the considerable and progressive increase in the number of depositors and in the amount of deposits observable during the four preceding years was fully maintained in 1860. The number of Savings Banks throughout the Kingdom remained the same, but the amount of deposits in 1860 exceeded those of 1859 by 1,098,420 dollars 11 groschen, whilst the number of depositors were 8,272 in excess of the latter year.

The following is a statement showing the annual increase in the amount of deposits and in the number of depositors at the close of each of the ten years commencing with 1859 :—

From the close of	Increase in		From the close of	Increase in	
	Amount of Deposits.	Number of Depositors.		Amount of Deposits.	Number of Depositors.
	Dollars.			Dollars.	
1849–50	422,260	5,285	1855–56	490,781	5,360
1850–51	86,340	1,965	1856–57	444,527	5,268
1851–52	200,403	3,425	1857–58	721,227	8,029
1852–53	208,153	2,456	1858–59	762,511	6,501
1853–54	289,950	2,811	1859–60	1,098,420	8,272
1854–55	501,167	4,956			

Prices of Hanoverian Government Securities.

Hanoverian 4 per cent. Bonds, of 2,000 dollars and 500 dollars	103¼
Ditto ditto 200 dollars and 100 dollars	103⅔
Ditto, 3½ per cent.	99½
3½ per cent. Bonds of the "Landes Credit-Anstalt"	101⅚

Brazil.

Report by Mr. Baillie, Her Majesty's Secretary of Legation.

Rio de Janeiro, January 6, 1862.

COMPARATIVE ABSTRACT of Brazilian Estimates for Financial Years 1861-62 and 1862-63.

REVENUE.

Items.	1861–62.	1862–63.
	Milreis.	Milreis.
CUSTOMS.		
Importation	31,343,560	30,246,291
Exportation and port dues	5,562,891	7,840,293
	36,906,451	38,486,586
INTERIOR.		
Post-Office revenue	285,489	327,155
Revenue of the Mint	93,895	163,980
National printing-office	110,762	76,277
Arsenals and powder manufactory	18,370	62,231
Iron manufactory of Ypanema	13,563	10,496
Rent of national property	63,170	62,792
Revenue of diamond districts	48,195	47,476
Rent of shore-lands	7,986	7,911
Transfer fees ("laudemios")	8,799	11,710
Sale or transfer of real property ("siza") ..	2,145,799	2,138,621
Tithe on one league of land	9,439	16,789
Ditto of corporations	78,348	92,434
Duties on appointments of National Guard ..	97,111	86,099
Fees on matriculations and diplomas	92,063	103,500
Revenue of House of Correction	..	159,315
Honorary decorations	6,363	23,020
Interest of railway shares	..	452,812
Fines	115,285	109,992
Stamp duty	1,531,860	2,344,820
Premiums on public deposits	10,192	15,350
Emoluments	89,480	194,786
Tax on despatchers, brokers, and auctioneers ..	32,766	36,578
Tax on shops, &c.	842,766	910,532
Tax on warehouses of foreign merchandize ..	18,480	23,845
Tax on boats employed on rivers	15,665	
Tax on lotteries	868,900	1,280,260
Tax on mines	24,990	4,206
Tax on slaves	249,367	294,529
Sale of public lands	5,337	6,695
Recovery of active debt	198,648	225,232
	7,388,945	9,527,448
MUNICIPAL RECEIPTS.		
Revenue of Imperial College of Don Pedro II ..	..	80,000
Water duties	24,831	29,935
Tithes	20,122	14,335
Tithes on town property	839,739	981,027
Emoluments from the police	11,030	32,437
Import on spirits	249,010	197,772
Import on fresh meat	135,447	131,986
Transfer on sale of slaves ("meia siza") ..	130,473	150,787
Stamp duties on successions and legacies ..	209,500	217,960
Tax on shops	15,507	17,272
	1,635,739	1,853,511

Items.	1861–62.	1862–63.
	Milreis.	Milreis.
EXTRAORDINARY.		
Product of lotteries	..	94,000
Contribution to Monte Pio Institution ..	2,854	1,199
Restitutions	206,009	201,619
Interest of national capital	223,826	54,353
Sale of national goods	64,021	96,443
Eventual receipts	231,406	212,147
	728,116	659,761
Total Estimated Revenue ..	46,659,251	50,227,304
Ditto in Pounds Sterling.. ..	£5,249,164	£5,639,322
DEPOSITS.		
Loan from Orphan Fund	1,607,745	1,597,143
Property of dead and absent	725,312	357,015
Premiums of lotteries	48,059	49,535
Wages of free Africans	4,525	3,369
Deposits of various kinds	1,176,051	1,456,221
Total	3,351,692	3,463,283
Ditto in Pounds Sterling ..	£400,690	£389,619

REFORM CLUB
PALL MALL

EXPENDITURE.

Items.	1861–62.	1862–63.
MINISTRY OF THE INTERIOR.		
Dotations of the Imperial Family	1,087,600$000	1,089,200$000
Secretary of State's Office	210,000 000	340,000 000
Council of State	49,900 000	49,900 000
Provincial Presidencies	231,280 000	260,000 000
Houses of Parliament	612,850 000	622,450 000
Travelling expenses of Deputies	52,600 000	54,250 000
Medical and Law Faculties	392,596 000	409,996 000
Academy of Fine Arts and Museum . ..	48,604 000	48,604 000
Public Health	218,000 000	218,000 000
Health Officers and Lazarets	142,030 000	85,000 000
Institution for Vaccination	14,780 000	14,780 000
Canals, roads, &c., and subsidy for public works in provinces	1,240,000 000	605,681 806
General Post Office and subvention to steamers.	2,949,000 000	3,033,000 000
Colonisation	914,240 000	762,780 000
Civilization of Indians	80,000 000	80,000 000
Military Colonies	200,000 000	
Educational establishment in Pará	2,000 000	2,000 000
For aiding publication of literary works ..	5,000 000	5,000 000
Public archives	12,640 000	12,640 000
Scientific Commission	180,000 000	130,000 000
Working of coal mines	8,000 000	8,000 000
Agricultural improvements	4,000 000	20,000 000
Contributions to charitable institutions ..	43,884 000	51,979 000
Miscellaneous	30,000 000	60,000 000
Scientific, Literary, and Industrial Establishments	69,454 000	42,576 000
Guarantee of interest to railroads and other roads	..	803,961 714
Public Instruction	275,301 000	352,208 000
Subsidy to theatre	41,000 000	48,000 000
Hospital	2,000 000	2,000 000
Cleansing and irrigation of city	205,200 000	205,200 000
Public works in capital	1,354,604 000	1,000,000 000
	10,676,563$000	10,417,206$520

Items.	1861–62.	1682–63.
MINISTRY OF JUSTICE.		
Secretary of State's Office	220,560$000	340,840$000
Supreme Tribunal of Justice	104,800 000	105,300 000
Courts of Justice	289,893 000	293,960 000
Tribunals of Commerce	40,400 000	40,400 000
Judges of First Instance	896,320 000	944,120 000
Payments for extraordinary Commissions	50,000 000	50,000 000
Police	481,194 000	454,779 000
National Guard	167,621 500	167,621 500
Telegraphs	75,174 100	55,943 500
Bishops, cathedrals, &c.	932,871 060	982,871 060
Episcopal seminaries	171,600 000	191,600 000
Prisons	140,000 000	140,000 000
Miscellaneous	10,000 000	40,000 000
Police corps in capital	561,733 500	561,733 500
House of Correction	120,000 000	139,145 500
Lighting of the city	550,000 000	543,840 000
	4,986,167$494	5,051,554$060
MINISTRY FOR FOREIGN AFFAIRS.		
Secretary of State's Office	153,890$088	155,299$088
Legations and Consulates	533,730 554	536,530 554
Officers *en disponibilité*	9,199 999	5,866 666
Mixed Commissions	19,280 000	12,680 000
Commissions for exploring certain districts and rivers	35,600 000	
National orders	5,000 000	
Gratifications	50,000 000	60,000 000
Difference of exchange	80,000 000	40,000 000
Miscellaneous	75,200 000	90,000 000
	961,900$641	900,366$308
MINISTRY OF MARINE.		
Secretary of State's Office and annexed Departments	223,175$998	236,603$498
Officers and annexed classes	526,111 200	543,859 200
Naval Battalion	25,309 500	29,426 100
Corps of Imperial Marines	128,115 000	183,494 000
Arsenals	1,336,411 749	1,558,810 503
Captains of the Ports	141,673 581	224,606 070
Naval armaments	1,101,683 416	1,379,522 744
Divers establishments	163,110 889	468,700 036
Ammunition and stores	2,985,794 500	2,350,000 000
Miscellaneous	475,364 280	503,312 517
	7,071,278$973	7,322,411$517
MINISTRY OF WAR.		
Secretary of State's Office and annexed Departments	276,756$000	240,198$000
Military arsenals, &c.	2,030,950 800	2,048,640 059
Supreme Military Council	42,314 000	41,079 000
Military instruction	302,787 700	312,083 500
Military hospitals	599,288 000	662,641 100
Army	7,027,405 358	6,656,819 350
Military commissions	112,039 000	101,550 000
Officers *en disponibilité*	570,719 962	604,268 174
Qualifications	450,600 000	450,600 000
Governor of Fernando de Noronha	87,065 000	87,065 000
Sundry and eventual expenses	828,802 248	1,391,029 504
	12,828,928$068	12,596,023$687
MINISTRY OF FINANCE.		
Interest, amortization, and management of Foreign Debt, at exchange of 27*d.* par	3,648,711$111	3,504,302$222
Charges of Internal Funded Debt	3,460,156 000	4,041,708 000
Charges of Inscribed Debt	12,000 000	6,000 000
Redemption of paper money by Bank of Brazil	2,000,000 000	
Sinking Fund, Bahia branch, &c.	40,680 000	40,000 000
Pensions	1,066,033 000	1,084,921 000
Officers of abolished Departments	26,362 000	16,698 000

Items.	1861–62.	1862–63.
General and Provincial Treasuries	1,223,174$000	1,235,173$000
Procurator-General of Finance	72,713 000	72,400 000
Departments for collecting revenue	2,744,015 000	3,197,100 000
Mint and Stamp Office administration ..	211,928 000	209,733 000
National printing office	150,000 000	150,000 000
Administration of national property	47,470 000	47,470 000
Gratifications	90,000 000	60,000 000
Premiums, discounts of Custom-house bills, commissions, brokerage, &c.	100,000 000	100,000 000
Interest of Orphan Fund Loan	200,000 000	200,000 000
Works	1,200 000 000	1,000,000 000
Miscellaneous expenses	24,900 000	24,900 000
	16,318,142$111	14,990,405$222
Total Estimated Expenditure.. ..	52,842,981$087	51,527,227$815

Since the Estimates for 1861-62 were drawn up, a new Ministry, under the title of Ministry of Agriculture, Commerce, and Public Works, has been established, with the view of the Head of that Department devoting more special attention to the development of agricultural industry, by the construction of roads, canals, and public works of various kinds.

Some of the heads of expenditure formerly under the charge of the Ministers of the Empire and Justice, are now handed over to the new Department; but in order to prevent confusion in comparing the Estimates for the two years 1861-62 and 1862-63, I have been obliged to arrange them as they stood in the former years.

A recapitulation of the expenditure for 1862-63, as it now stands, may be seen from the following concise Table :—

Ministry of Empire	5,224,254$560
„ Justice	3,283,639 501
„ Foreign Affairs	900,366 308
„ Marine	7,332,411 517
„ War	12,596,023 687
„ Agriculture, Commerce, and Public Works	7,210,127 020
	51,527,227$815
Estimating Receipts at	50,127,304 000
There will be a Deficit of	1,399,923$815

Comparison of the Public Revenue for the First Half of 1859-60 with that collected in the corresponding months of 1860-61.

Heads of Revenue.	First Half of 1859–60.	First Half of 1860–61.
Importation	13,987,098$750	14,143,037$179
Port dues	138,690 060	125,542 483
Exportation	2,770,086 404	3,096,573 900
Interior	3,021,471 824	3,395,309 383
Municipal receipts ..	610,311 187	741,595 457
	20,527,658$225	21,502,058$402
Extraordinary	214,999 410	148,467 155
	20,742,657$635	21,650,525$557
Deposits	1,354,638 668	1,927,816 777
	22,097,296$303	23,578,342$334

TABLE showing the Ordinary and Extraordinary Revenue collected in the five principal Provinces of the Empire in the Year 1859-60, and the Average Annual Collection of the Quinquennial Period 1855-60.

		Total.	Revenue of Custom-Houses.	Revenue of Boards of Consulado.	Interior and Exterior Revenue.
Rio de Janeiro and Municipality of Côrte	1859–60	21,868,964$672	14,363,036$884	2,955,979$289	4,549,948$499
	Average	23,287,082 365	14,983,189 918	3,161,964 696	5,141,925 750
Bahia	1859–60	4,803,575$882	3,565,169$225	494,465$314	743.941$343
	Average	6,006,530 483	4,513,166 872	799,413 172	693,950 439
Pernambuco ..	1859–60	5,977,601$222	4,752,651$190	599,142$884	625,807$148
	Average	6,956,628 039	5,488,721 084	858,148 393	609,758 562
Rio Grande do Sul ..	1859–60	2,606,403$739	1,626,138$021	453,894$539	526,371$179
	Average	2,423,320 483	1,518,215 939	435,734 345	469,370 178
Pará	1859–60	1,652,349$002	1,188,267$592	305,389$838	158,691$572
	Average	1,405,620 852	995.008 063	257,111 364	153,501 425

The average annual ordinary and extraordinary revenue during the quinquennial period 1855-60 amounted to 44,801,838$925, and the expense of collection during the same time, 3,732,523$142, corresponding to 8·33 per cent.

By far the greater part of the total revenue of the Empire is derived from Customs. The Customs revenue alone for 1859-60 amounted to 33,372,303$682, and for the first half of 1860-61 to 17,993,235$028; being an increase of 2,067,179$229 over the corresponding period of the previous year.

The increase of the Rio Custom-house for the first half-year 1860-61 has been very considerable, over the first half of the previous year, amounting to 1,362,432$844. This appears to be due, to some extent at least, to the additional import duties of 2 to 5 per cent.

In Bahia and Pernambuco, however, the decrease has been remarkable. In Bahia the severe droughts and the fiscal measures for the last few years have greatly impeded trade. In Pernambuco the miserable harvest appears to have given rise to a stagnation of trade with foreign countries in 1860, from the want of return produce to pay for imported merchandize.

The additional duties of 2 to 5 per cent. to which I have alluded were created by the Law of September 27, 1860; and in consequence of this law, a new Tariff was introduced in place of that which has been in force since 1857. In this Tariff the taxes on consumption have for the most part undergone no change, generally about 30 per cent. *ad valorem.*

Alterations have been made in the duties on the articles of first necessity, the staple articles of food, so as to place them more in harmony with the variations of price which such articles have undergone in the market.

In the same way the duties on drugs, chemicals, iron works, silk goods, fancy articles of dress, glass, porcelain, furniture, cutlery, jewellery, and on various of the most important kinds of general merchandize, have been reconstructed and adjusted, and the system of classification adopted in France, Belgium, and Portugal, dividing the general articles of merchandize into thirty-six distinct classes, instead of the alphabetical form of the late Tariff, has been adopted.

From the 1st of January of this year the additional duties of 2 per cent. on exportation decreed by the Law of September 1860 have been levied.

A special Tariff has been provided for the Province of Mattogrosso, in consideration of the difficulties attending the navigation and commerce of that province, and attending the conveyance of the most indispensable articles of merchandize; and the duties have been mitigated with the view of remedying the inequality of the circumstances of that province as compared with the others, as regards the conditions of the subsistence of the population, and of encouraging trade. The period for the special Tariff to continue is five years. With regard to import revenue, which is the most productive, it has declined since 1856-57, in which year it amounted to 32,786,678$312, the highest figure to which it has ever risen, reaching to scarcely 27,180,546$333 in 1859-60.

As regards the export and port-dues revenues, the results are different. They amounted in 1856-57 to 7,088,565$911; decreased in the following year 1857-58; rose again in 1858-59 to 7,484,664$421; and declined again in 1859-60 to 5,670,769$685, in consequence of the suppression of the 2 per cent. additional export duties, in conformity with the Law of October 1, 1856. The Interior and Extraordinary revenue has progressed, with the exception of the year 1859-60, in which it amounted to 420,987$614, having amounted in the previous year to 424,303$326.

The total amount, however, of the above-mentioned revenue in 1859-60 was inferior to that of 1858-59, which attained the value of 36,867,233$476, while in the former year it did not exceed 33,272,303$682, giving a difference of 3,594,929$794, or 9·7 per cent.

With respect to the year 1860-61, the import revenue in the first half of 1859-60 was 14,510,209$095; in the first half of 1860-61 it yielded 14,527,354$825, being an increase of 17,147$730, or 8·11 per cent.

The export and port-dues revenue for the first half of 1859-60 yielded 2,995,616$864. In 1860-61 during the corresponding period, it rose to 3,313,243$201, being an improvement of 317,626$337, or 10·6 per cent.

The Interior and Extraordinary revenue has diminished. In the first half of 1859-60 it yielded 305,902$940; in 1860-61, barely 152,637$002, being a diminution of 50 per cent. Comparing, however, the total Customs receipts for the first half of 1859-60 with 1860-61, the result is favourable, having been 17,811,728$899 in the former half-year, and 17,993,235$028 in the latter.

The receipts derived from the different Boards of revenue for the first half-year of 1860-61 amounted to 3,518,285$295; those for the corresponding period in the preceding year having been 3,094,260$687, being an increase of 424,024$608, or 13·7 per cent.

Of the direct taxes the most productive are the taxes on contracts; a principal one is the "siza dos bens do raiz" (tax on the sale or transfer of real property). This tax yielded in 1859-60, 2,138,621$938. It has considerably increased in productiveness within the last ten years, though the Treasury is still much defrauded by the concealment of the real value of the transactions concluded. This tax was reduced in 1849 from 10 to 6 per cent. It has been proposed by a previous Minister of Finance to unite the different taxes of "siza," "meia siza," and others, on the transmission of property under one head "Registration," as has been done in Portugal, a project which will probably soon be carried out.

After the "sizas" comes the stamp duty. By a law of September 27, 1860, considerable reforms have been introduced, various modifications for simplifying the method of levying this tax in the expectation of its yielding a larger revenue. The system of the adhesive stamp has also been introduced. This tax yielded 1,744,820$937 in 1859-60, and 810,377$441 in the first half of 1860-61.

The tax on lotteries, by a law passed in September 1860, has been raised from 8 to 12 per cent., 1 per cent. being applied to the fund of "Montes de Seccorro." The "Santa Casa da Misericordia" also receives a considerable portion of this tax. The revenue derived from lotteries amounted, in 1859-60, to 880,260 milreis.

The "meia siza de escravos," or tax on transfer or sale of slaves, yielded, in 1859-60, 150,787$589. The Treasury has hitherto been much defrauded in the revenue derived from this tax, but various measures have recently been adopted to prevent the recurrence of the abuses hitherto practised.

The tax on successions and legacies is one of the most difficult to collect; the sum due to the Government from this tax must be very considerable, owing to the number of wills registered of which no account exists of the property. From 1807 to 1859, 6,826 wills have been registered, and of these there are only between 1,000 and 2,000 of which the Treasury has been able to obtain any accounts. In the majority of instances the executors of the wills are unknown; the property has been either transferred or passed to different heirs, or perished. Some improvement in the collection of the tax may render it more productive, but nothing is likely to result as regards the liquidation of the debt due to the Treasury.

In 1859-60 the law taxes amounted to 67,279$516.

Tax upon shops, commercial houses, &c.—This impost, as it stands at present, which is a tax upon industry and professions, has not been assessed hitherto upon the principles of equality, and is now to be substituted for a new contribution, composed of a fixed and proportional tax. The fixed tax to be levied according to the nature, class, and value of the industry and professions, and the character of the population in which they are carried on, and a quota varying according to the value of the property or place where the occupants labour. The tax will thereby, probably, be rendered much more productive.

National Property and Slaves.—Although the State possesses 1,070 slaves in the different fazendas, it draws scarcely any profit from their service. The fazendas of Piauhy, which contain 807 slaves, rendered, in 1859-60, 22,219$029, or 27$78 per slave. Those of Pará with 143 (14 of which are distributed in the service of different other establishments) rendered 29,241$840, or 228$451 annually per slave. That of San Bernardo, in Maranham, with 120, rendered, in 1857-58, 300 milreis, or 2$500 per slave. Deducting from these receipts the expenses of the keeping up of the fazendas, calculating the interest of the capital which the moveable and immoveable property attached to them represent, and the result will be the prejudice caused to the State by their maintenance.

Financial Condition of the Country and Prospects up to the end of 1862–63.

Since the year 1857-58, when the revenue reached the highest point yet attained, and the Treasury held a considerable balance in its coffers, the receipts have been gradually diminishing up to the present time, while the expenditure has increased, to meet which loans and debts of various kinds have been contracted, and, as a natural consequence, the finances of the country have fallen into a state of considerable embarrassment.

The year 1859-60 bequeathed to the Treasury a deficit of about 683,000 milreis. To this sum the Minister of Finance adds 683,000 milreis, the difference between the amount of the loans made to the Treasury by the Don Pedro Secundo Railway Company in the years 1857-59, and that paid by the Treasury in London on account of that Company in the same years, and also 1,258,136$205 in the hands of responsible agents for the payment of debts. Thus, calculating the real deficit at the end of 1859-60 at 2,343,102 milreis, the former of these two sums properly belongs to the floating debt contracted to meet the expenditure, and the latter sum represents money belonging to the State entrusted to Treasurers, Commissioners, and other responsible agents for the effective payment of an equivalent of debts, which thus becomes extinguished, and, therefore, does not actually belong to those which the Treasury has still to pay, and which constitute the deficit in the Treasury, or the amount needed to satisfy the actual requirements of that year.

It would seem, therefore, to be more correct in calculating the deficit in the coffers of the Treasury, and not that on the total revenue of the year, arising from extraordinary resources, such as loans, &c., to place it at 401,000 milreis; however, as I shall consider the total debt for which the country is responsible further on, I adhere to the Ministerial calculation.

Passing on to the year 1860-61, according to the Minister of Finance, we have:—

	Milreis.
Probable Revenue ..	48,559,051
Liquidated deposits ..	642,214
Product of exchange of stock for railway shares ..	3,273,000
Loan of Don Pedro Secundo Railway Company ..	1,400,000
Issue of Treasury notes	4,583,000
Total Receipts	58,437,265
Probable Expenditure ..	52,610,446
Balance in Treasury ..	5,846,819

This balance in the Treasury, however, does not represent the difference between the ordinary revenue and expenditure of that year, as it is subject to the payment of 3,273,000 milreis, the product of the exchange of stock for railway shares, to 1,400,000 milreis borrowed from the Don Pedro Secundo Railway Company, and for the redemption of 4,583,000 milreis Treasury notes, amounting altogether to 9,256,000 milreis. Deducting this from the balance above-mentioned, the deficiency of 3,409,181 milreis shows the deficit of the probable revenue of that year.

	Milreis.
The Revenue for 1861–62, according to the Budget ..	49,659,651
Liquidated deposits ..	642,214
Probable Revenue ..	50,301,865

	Milreis.
Expenditure voted ..	51,313,939
Special Credits.	
Colonization ..	500,000
New dock in Island of Cobras ..	300,000

	Milreis.
Bridge in Pernambuco	100,000
Difference of exchange	270,000
Premiums on Treasury notes	320,000
Interest of Inscriptions to be issued	120,000
Expense of loan made to the Union and Industry Company	422,000
Ditto for Pernambuco Railway Company	250,346
Claims on Government ("exercicios findos")	350,000
Brazilian and Spanish claims	775,090
Prizes in the wars of independence and River Plate	624,000
Probable Expenditure	55,345,375

Passing on to the year 1862-63, the Budget for which has this year been presented to the Chambers:—

	Milreis.
Estimated Revenue	50,127,304
Deposits	650,000
	50,777,304

	Milreis.
Estimated Expenditure	51,527,227
Special Credits.	
For colonization and the same public works as in the preceding year	950,000
Premiums on Treasury notes	400,000
Claims ("exercicios findos")	350,000
Union and Industry Company loan	422,000
Pernambuco Company loan	250,346
Interest of loan of 1843	97,180
Interest on Inscriptions	120,000
Difference of exchange	270,000
Total Estimated Expenditure	54,386,754

Comparing the revenue with the expenditure for this year we have a deficit of 3,609,450 milreis. Summing all the deficits thus calculated, it appears that at the end of 1862-63 the debt belonging to the Treasury will amount to 14,405,243 milreis.

	Milreis.
1859-60	2,343,102
1860-61	3,409,181
1861-62	5,043,510
1862-63	3,609,450
	14,405,243

All this sum, however, will not have to be paid during the current or next year. There must be deducted almost the whole of the debt belonging to the Railway Companies, proceeding from the product of the commutation of shares, amounting to 3,273,000 milreis, and of the loans on account of the Rio de Janeiro Road Company, amounting to 2,296,322$411. Of the product of the exchange of stock for shares the Treasury has paid to the Pernambuco Company 571,600 milreis, which is almost entirely reckoned in the deficit of the past year 1860-61.

The loan contracted with the Don Pedro Secundo Railway Company amounts to 4,192,307$692, but this debt must be met by 1,895,975$281 money spent by the Treasury on account of that Company in consequence of the loan raised in London in 1858. This debt, therefore, is reduced to 2,296,332$411. Deducting from the total deficit of 14,405,243 milreis, calculated up to end of 1862-63, the two sums above-mentioned, we have,—

Rest of the product of the exchange of stock	2,701,400$	000
Rest of railway loans	2,296,332	411
	4,997,732$	411
Difference	9,407,510	589

This is according to the Minister of Finance the probable amount of the deficit which the Treasury will, probably, have to provide for at the end of 1862-63.

This estimate, which is, however, rather lower than others which have been made, may be presumed to represent pretty correctly the deficiency in the revenues of the Treasury for meeting the demands of the public service or the actual payments to be made during the above-mentioned years. The calculations have been made on the supposition that there will be no diminution in the estimated expenditure, either in the present or coming year, and that, on the other hand, the revenue will not exceed the amount expected; the Minister of Finance, however, takes a favourable view of the country in both these respects.

The revenue for 1862-63 has been calculated on the basis of that for 1859-60 with the addition of the probable increase from the augmented stamp duties, and from the tax on lotteries, without taking into consideration the probable increase in revenue from the other taxes, as the house tax ("decima urbana"), tax on successions and legacies, the "sizas," purchase and sale of slaves, and others which yield an annual increase; and on the whole the Finance Minister thinks that an increase of about 4,000,000 milreis, as regards the estimate in the Budget, may be expected, and at the same time he hopes, by taking all reasonable measures for retrenching the expenditure, the deficit may be reduced to a figure considerably lower than the 10,000,000 milreis at which it has been estimated.

The Budget for 1862-63 has not yet been voted, and has only passed provisionally during the last session by a Resolution of the Chambers, to be more fully discussed on the meeting of Parliament next May, when it may be expected that the Government will be in a position to give an account of the reduction they have resolved to make in the expenditure, and the probable effect of such measures.

In order to meet this deficit there is no question of the creation of any new taxes, or the further augmentation of those existing; but the Government has been authorized to issue Treasury notes to the amount of 8,000,000 milreis.

The Minister of Finance states that the revenue has, in fact, increased in the last months of the last financial year, and still preserves the same tendency; and that though the events occurring in the United States may exercise some effect upon the exportation of coffee, he does not think it will be so great as might be supposed, and that, in fact, it has already begun to assume its natural movement. The harvests of Bahia, of Pernambuco, and others, are reported to be abundant. The coffee disease is not so bad as was feared. The coffee harvest is very inferior to last year; but there is a very considerable deposit remaining from the previous season. On these grounds he concludes that the prospects for the future are less gloomy than some have imagined; and admitting the probability of favourable circumstances he considers that the Government is sufficiently justified in not proposing a reduction in the Budget of 8,000,000 to 10,000,000 milreis, or in laying on fresh taxes, and that the resource proposed, namely, the issue of Treasury bills, is a wise one, and a necessary expedient.

There are, however, points to be considered before it will be possible entirely to accept the somewhat sanguine views of the Minister of Finance as regards the improvement in the revenue, and the diminution of the deficit. In the first place it does not seem probable that the financial year 1861-62, in which the harvest is likely to be a very bad one, will yield a revenue greater than that in 1860-61, when the harvest was magnificent.

The Revenue Departments of Rio de Janeiro in 1860-61 yielded 27,520,000 milreis, and the general receipts of the Province, which average from 800,000 to 900,000 milreis. So that the total revenue of the "Corte," including some other extra receipts, may be calculated for 1860-61 at 29,000,000 milreis. The revenue of the other Provinces together will be much less, no longer, as in 1857-58, equalling that of the "Municipio da Corte." The annual revenue of the two Provinces of Bahia and Pernambuco cannot be calculated higher than 10,000,000 milreis.

That of the other provinces, of which Pará and Rio Grande do Sul alone have undergone any increase, may be estimated perhaps at 8,000,000 milreis, and, therefore, together with the deposits, the revenue for 1860-61 cannot rise higher than between 48,000 and 49,000 contos, the conto being equivalent to about 112*l.*

The prospects of an improvement in the revenue seem really to rest on the product of the new taxes, the effect of which during a complete year has not yet been ascertained; but the increase derived from these taxes, as far as is known, has not been such as to show a great difference in favour of the months in which they have been in operation.

The first six months of the financial year 1860-61, namely, from July 1 to December 30, 1861, during which the increased taxes on the imports, exports, and stamps were not as yet in vigour, yielded a revenue, in the three Revenue Departments of the Corte, viz., Custom-house, Consulado, and Recebedoria, of 13,123,460 milreis, averaging 2,193,628 milreis per month. The month of January, at the end of which the increase in the taxes commenced, yielded 3,028,069 milreis; the following five months, from February to July, in which the above taxes were in operation, yielded 11,331,390 milreis, which gives barely a difference of 72,439 milreis upon the months previous to the operation of the taxes.

This small difference must be attributed principally to the diminution in the exports, and decrease in the exports will also necessarily affect the imports, and consequently the duties on consumption.

There can be little doubt that in the present year much less coffee will be exported than in the last. In 1860-61 2,586,245 sacks were exported, to the value of about 73,000,000 milreis, which yielded a revenue of 4,391,780 milreis; calculating the exportation of coffee in 1861-62 at 1,800,000, or at most 2,000,000, sacks at the average price of 5 milreis or 4$800 the arroba, the total value will be about 48,000,000 milreis, and the duties at 7 per cent. 3,360,000 milreis, which is a diminution of 1,031,780 milreis. The year 1861-62 will therefore, upon this supposition, have a less revenue than the preceding, and the deficit greater than estimated up to the end of that year, and will consequently increase the sum of the deficits up to the end of the year 1862-63.

The coffee harvest this year has been very bad, chiefly, I believe, owing to the disease. The statements on this latter point are somewhat conflicting, but there is no doubt of the existence of a disease in the coffee trees, caused, it is said, by the ravages of a small insect; but I have not been able yet to ascertain to what extent it has yet gone, or what probability there may be of mitigating or removing it. Should this disease increase, and the coffee crop fail from causes at all similar to those which have so seriously affected the vines in Europe, it would be difficult to overstate the calamity which would result to this country from such a scourge befalling the principal article of Brazilian export, and the uncertainty on this point appears to me to be alone sufficient to cause some distrust with reference to the sanguine expectations of the Minister of Finance of improvement in the revenue.

As regards the effect produced upon the important commercial relations between Brazil and the United States by the unfortunate events in the latter country, I may say that the shock felt at first has not acted near so unfavourably as might have been supposed. The exportation of coffee to that country, which takes annually over one-half of the whole crop, is gradually recovering its ordinary movement.

Expenditure and Debt.

According to the last official statement, the ordinary public expenditure for 1859-60 amounted to 51,293,399$922. In 1856-57 it was 40,373,963$436, and rose in the following year to 51,775,656$906. The estimate for 1860-61 is 51,000,000 milreis. The year 1856-57 left a balance in the Treasury of 11,879,617$084, which has been gradually consumed. In the following year it declined to 11,250,992$917, and in 1859-60 it was exhausted, leaving a very considerable deficit.

The estimated expenditure for the two years 1861-62 and 1862-63 will be seen from the annexed comparative table, showing a difference in favour of the latter year of 1,315,753$272. The sum demanded for the foreign debt for 1862-63 shows a diminution of 144,407$889, or 16,247*l.*, owing to less being required for the loan contracted in 1843.

The charge for the internal funded debt shows an increase of 581,552 milreis (65,421*l.*) as compared with the preceding year. This increase arises almost entirely from the 6 per cent. interest on the stock given in exchange for railway shares, in accordance with the provisions of the Law of August 22, 1860. So that the sum required for the total funded debt in 1862-63 is greater by 437,143$111 (50,078*l.*) than that for 1861-62.

The floating debt consists of debt of three different kinds contracted previous to 1827, besides Treasury notes, Government paper-money, loan from Orphan Fund, property of dead and absent, public deposits, and claims and debts of various kinds, amounting altogether to 66,831,713$790.

I must observe that the expenditure estimated in the Budget is invariably exceeded. No account is taken of loans or special credits always required for the construction of railways and public works. By an examination of the extraordinary means of revenue which have been spent in the last few years, it will be found that the public expenditure has been very considerable, and calculating the difference each year between the real revenue belonging to it and the expenditure, I shall show the deficit which will probably weigh upon the Treasury at the end of 1862-63, or the difference between the revenue and expenditure for the five years 1858-63.

The total debt of the country, as given in the official "Relatorio" for 1858, amounted to 160,308,329 milreis. Comparing this with the debt in 1861, there appears to be an increase of no less than 38,471,659 milreis.

Nature of Debt.	1858.	1861.
	Milreis.	Milreis.
Foreign	47,106,400	68,037,640
Internal, in Inscriptions	57,717,200	67,450,600
In Government paper-money	44,689,975	44,689,975
Treasury bonds	27,000	4,599,500
To Orphan fund	6,390,364	8,731,646
To Absentee fund	3,124,194	3,634,051
To coffers of various deposits	1,223,196	1,636,756
	160,308,329	198,779,988
	Increase in 1861 ..	38,471,569

The Government paper-money stated above at 44,689,975 milreis has in fact been reduced to 37,411,381 milreis; the difference having been redeemed by the Bank of Brazil in conformity with the statutes of that institution, but the same charge remains to the Treasury, the only difference arising from the transaction being a change of creditor. Consequently, the increase of debt in 1861 over 1858 may be properly estimated at 38,471,659 milreis.

According to the official Tables, the year 1857-58 left a balance in the Treasury of 11,250,992$917; this amount, which has been borrowed from the resources of previous years and spent, may therefore be added to the above-mentioned 38,471,659 milreis. On this calculation, therefore, the deficit up to the end of 1861-62 amounts to 49,722,651$917, which having been spent in the three years remains as a debt to be paid by the receipts of future years.

I have already shown that the revenue for 1861-62 will very probably be less than that for the preceding year, and in that case the deficit will exceed the Minister's estimate, and it has been calculated by some at 14,000,000 milreis for the years 1861-62 and 1862-63. Placing it, however, at the lowest computation at 10,000,000 milreis, the difference between the revenue and expenditure for the five years 1858-63 will be as follows:—

	Milreis.
Borrowed	37,471,659
Balance of previous years	11,250,998
Insufficiency of revenue of years 1861–63	10,000,000
	59,722,657

Adding the amounts received on credit to the ordinary revenue of the three years 1858-61, we have—

	Milreis.
Revenue 1858–59	46,919,995
" 1859–60	43,591,136
" 1860–61	45,722,652
	136,233,500
Sums obtained on credit	49,722,652
	185,956,152

This sum having been spent in the three years, leaves an average of 61,985,384 milreis for each year.

Some allowance must be made, perhaps, for this very large expenditure on the ground that the increase of the external debt to the value of 20,931,240 milreis was principally for private enterprise, in the construction of railways, and other works of public utility, and not for the Treasury. The responsibility, however, of these charges falls in fact upon the State. The Treasury has to provide the interest and sinking fund; and, besides this, in conformity with the provisions of a law passed in August 1860, the Government has been taking upon itself a great part of the debt contracted for these works; and if, as was contemplated by the above-mentioned law, it had obtained all the shares of the Don Pedro II, Pernambuco, and Bahia Railways in exchange for inscriptions of the public debt, the Government would have become sole proprietor of all these stock.

Owing to the depreciation in value of the inscriptions of the Home Stock in consequence of these exchanges, the operation of this law has been suspended. The Government is, however, the possessor of 35,485 shares of the Don Pedro II Railway, 13,283 shares of the Pernambuco, and 1,000 shares of the Bahia Railway, is already the proprietor of the Mucury Works, and will, in all probability, be shortly in a similar position as regards the Union and Industry Road. So that in a short time the Government will have taken upon itself the liabilities of debts of upwards of 20,000 contos of reis.

To meet the deficiency of revenue for the years 1861-62 and 1862-63 the resources which the Treasury will have at its disposal will be—

	Milreis.
Deposits of the two years	2,000,000
Issue of stock for the redemption of paper money	4,000,000
Treasury bills	5,000,000
	11,000,000

At the end of that period, however, there will be no balance in hand, a debt of 7,500,000 milreis to the Don Pedro II Railway, the debt arising from the exchanged railway shares, which will then begin to become due, with 8,000 contos of Treasury Bills in circulation, and requiring 4,000 contos of reis for remitting to London for the amortization of the loan which becomes due on January 1, 1864, and with the prospect of having to meet the great loan of 2,000,000*l.* which also becomes due in the course of the same year.

Banking System.

The Bank of Brazil was created by a Law passed in 1853 during a time of great commercial and industrial activity, which followed the final cessation of the Slave Trade in 1851.

Besides the purely mercantile services which the Bank was expected to render to commerce and industry, it was entrusted by the Government with the special charge of redeeming all the Government inconvertible paper-money, at that time amounting to 46,684,000 milreis, upon conditions prescribed in its statutes, with the view of regulating, on a sound footing, the monetary circulation of the Empire.

The Bank commenced operations in 1854, and proceeded favourably, rendering good service to public credit and the necessities of commerce up to the year 1858, in which the effects of the monetary crisis which began in the United States in 1857, were felt in Rio, seriously affecting all mercantile operations. The circulation of the Bank notes at that time, which were convertible in legal money (gold or Government paper-money) amounted to about 33,000 contos (3,696,000*l.*).

The value of the Government paper-money up to that period was generally on a par with gold, and consequently the notes of the Bank were usually exchanged for gold at the will of the bearer, but the run upon the Bank caused by the constant demand for the precious metals for exportation, eventually obliged that establishment to suspend payments in gold, giving Government paper only in exchange for its notes; and, in the meantime, in order to prevent the depreciation of its promissory notes conjointly with the paper-money, the Bank proceeded to contract its issues. The effect of this was to reduce the circulation of the Bank in Rio in 1859 to about half the maximum value to which it had attained in 1858. The notes, nevertheless, became depreciated to about 10 per cent. of real value, in consequence, according to the Minister of Finance, in part at least to the competition of the notes of the Agricola and Rural Banks, to which, under certain limitations, by Decree of the Executive Power in 1857, the privilege of issuing promissory notes was conceded.

While the issues of the Bank of Brazil diminished to their minimum amount, those of the other two Banks increased to their utmost limits of about 9,000,000 milreis, which was about the amount of issues up to the middle of last year.

It was in consequence of this state of things that the late Minister of Finance promoted the adoption of a Law passed in August 22, 1860, having for its principal object to restore to the circulating paper the value which it had when the Bank of Brazil first commenced operations, and by curtailing the circulation of the inconvertible paper-money, to equalise its value with that of gold.

By this Law the Bank of Brazil was either to exchange its notes for gold within the period of six months, or reduce the circulation of its notes below 50 milreis to a fourth part of the issue in circulation. The Directors having previously resolved to increase their metallic reserves, proceeded for a time to import at great sacrifices gold from England, and commenced on February 22 of last year the exchange of their notes into gold; but it was found impracticable, for various reasons, to continue that course.

The Bank of Brazil redeemed, up to April last, 10,000,000 milreis of Government paper-money at the cost of its realised capital in conformity with the provisions of the Law of its creation; so that the paper-money is now reduced to about 37,000,000 milreis, the redemption of which is to be effected on account of the National Treasury at the rate of 2,000,000 milreis a-year, in accordance with the same Law.

The Minister of Finance stated in his official Relatorio of last year that the circulation value of their paper was already approximating the par of the Brazilian monetary standard; a result, he said, to be attributed not only to the increase of commercial operations, but to the salutary effect of the late policy. The exchange on London maintained itself generally last year from 26½*d.* to 27*d.* in the principal markets of the Empire.

The circulation of fiduciary paper throughout the Empire up to the end of 1860 reached, according to the statement of the Minister of Finance, to the nominal value of 87,802,811 milreis, viz.:—

	Milreis.
Government paper-money	37,411,831
Bank of Brazil and branches	37,352,250
Other Government banks	13,038,730
	87,802,811

The copper currency consists of coins of the following value and weight:—

Coins of 40 reis	1 ounce.
„ 20 „	4 octavas.
„ 10 „	2 „

The quantity in circulation is not known. In 1830 it was estimated at 18,000,000 milreis, of which 3,000 contos were forged. In 1831 at 20,000,000 milreis, of which more than 5,000 contos were forged. Since 1832 no more copper has been coined, and there are no documents to certify the amount withdrawn.

The Government is authorized by the Law of August 22 to substitute the present copper money by a fresh coinage. The question has been referred to a Commission, which has pronounced in favour of the metal for the new money being bronze, composed of 95 parts pure copper, 4 parts tin, and 1 part zinc.

In consequence of the inability of the Bank of Brazil to realize its notes in gold at the end of the six months prescribed by the Law of August 22, the stipulated amount of notes below 50 milreis had to be withdrawn from circulation. On the 31st of March 464,970 milreis of 30-milrei notes, or 16·2 per cent. of the whole issue of notes of that amount, were already withdrawn.

By a Decree of November 10, 1860, the maximum of the issue of notes, bills, or cheques to bearer which the Banks of Circulation and their branches or agencies were authorized to make so long as they should be unable to effect payments in gold, was fixed.

The following Table will show the authorized and actual issue of the Government Banks at the dates of the latest balance-sheets:—

	Limit of Issue authorized.	Date of Balance-sheet.	Actual Issue.
	Milreis.		Milreis.
Commercial and Agricola Bank	7,237,900	March 1861	7,237,900
Rural and Hypothecary	1,992,300	„ „	1,940,600
Pernambuco	1,486,000	Feb. „	1,486,000
Maranham	513,300	Dec. 1860	200,000
Bahia	2,832,760	„ „	2,207,790
Rio Grande do Sul	250	Feb. 1861	30
			13,072,320

On the 31st of last March the available capital of the Bank of Brazil amounted to 4,632,540$487. In conformity with the Law of July 1853 and its statutes, the Central Establishment was able at that time to issue the double of that amount, or

9,265,080$974, and 4,632,540$487 upon the amount of 9,000,000 milreis lent to the Government. And as there were in the coffers of the Bank the additional sum of 5,924,463$285 in paper money, upon which it was authorized to issue an equal quantity according to the Statutes, the total authorized issue was 19,822,084$749; the actual issue was, however, on the 31st March last, 17,098,040 milreis.

Table showing the Capital of the Bank of Brazil available for issue on March 31, 1861, in conformity with the Decree of November 10, 1860.

	Reis.	Reis.	Reis.
Realised capital	..	..	22,560,000$000
Deduct:—			
Capital furnished to Branch Banks	..	6,440,000$000	
Accounts of Branch Banks, to debit	10,921,920$191		
Deduct their accounts, to credit	9,070,140 562		
		1,851,779 629	
Government notes redeemed	..	9,000,000 000	
Bank property	..	635,679 884	
			17,927,459 513
			4,632,540 487
In conformity with the Law of 1853, and Statutes of Brazil, the limit of the issue is as follows:—			
Art. 16 of Statutes: Double of available capital	..	..	9,265,080 974
Art. 18 „ Government notes redeemed	..	..	9,000,000 000
Central establishment, viz.:—			
Current money	10,336.895 002		
Bullion	220,108 770		
		10,557,003 772	
Deduct available capital	..	4,632,540 487	
			5,924,463 285
Maximum of issue permitted by Law	..	..	24.189.544 259

The Law of August 22, 1860, forms part of a system of policy which has marked the Financial Administration of the last three years; it was promoted by the late Minister of Finance, Senhor Ferraz, and has created a great deal of opposition from the more liberal school, of which Senhor Souza Franco, the Minister of Finance in 1858, is one of the most distinguished advocates. It is objected to on the ground that it has shaken public confidence, especially by the mode of its execution and precursory and accompanying Decrees, by which contracts were violated, and a panic created among the Banks, much to the prejudice of the regular course of business, while at the same time the great object of the Law and of the financial policy of the last three years has failed. Convertibility of notes into gold has not been attained, and even in the most productive year (1860) which had been known for a long time, gold was not to be had in Rio.

The present Minister of Finance, though his opinions seem to go rather with the restrictive school of currency theorists, has been so far dissatisfied with the above-mentioned Law that he has given it an interpretation which, while it is looked upon by both parties as almost amounting to a practical repeal of the Law as regards the Bank of Brazil, has been hailed by advocates of liberty of credit as a step in the right direction, and as a sort of triumph of their principles.

In justification of the Law it was said, that the depression of the exchanges and rise in the price of the precious metals was due to the political events in the United States, and to the increase of the present circulation above that of 1853. To this it was answered that the commotions in the United States only react upon Brazil through the medium of England, and that in the latter country the rate of interest had gone down from 6 to 5 per cent.; whereas in 1857, when Brazil suffered from the effects of the crisis in the United States, which was a social and not a political one, the rate of interest in England went up to 10 per cent., and failures were very numerous. As regards the circulation now being much larger than in 1853, having been, according to the statement, then 68,000,000, and now 97,000,000 milreis, it was satisfactorily shown in reply, that the circulation in 1853, compared with 1861, was as follows:—

	1853.	1861.
	Milreis.	Milreis.
Government Paper	46,684,317	36,411,000
Bank Paper	3,371,995	45,028,820
Specie	20,000,000	
	70,056,312	81,439,820
Government Paper in Banks ..	..	7,520,000
		73,919,820

The Commercial Bank of Rio having been still in existence in 1853, with a note circulation of 1,574,000 milreis; that of Bahia 1,000,000 milreis; that of Pernambuco 500,000 milreis; that of Maranham 279,000 milreis; total, 3,353,000 milreis. The 73,919,820 milreis were distributed as follows:—

	Milreis.
Bank of Brazil, August 31, 1861	15,512,310
Branches, May 31, 1861	16,313,300
Government Banks, August 31, 1861	13,203,210
	45,028,820
Government Paper, August 31, 1861, minus that serving as basis for issue ..	28,891,000
	73,919,820

In the above amount is comprised 13,203,310 milreis in notes of the Government Banks, which not being received in payment of taxes and other payments cannot be regarded to the full extent as a circulating medium, and if this sum be subtracted, the total is reduced to a much lower amount than it was in 1853, to meet payments which eight years must have considerably increased; or else if it be admitted that commercial business declined when the harvest was most abundant and the produce exported for high prices, so that an equal or less amount of circulating medium be excessive now though not in 1853, the only conclusion which can fairly be drawn is, that the decline is owing to the financial policy and the restrictive measures of the last three years, and then, if those measures have really caused diminution of business, a comparative paralyzation of trade and decline of production, they also embarrass the influx of the precious metals, and the conversion of bank notes into gold, producing, in fact, the contrary effect to that desired.

Such appears to me to be the nature of some of the arguments used by the advocates of liberty of credit, in opposing the Financial Administration of the last three years.

In general, the doctrines of the Liberal Party appear to be, that the course of exchange is regulated by the law that regulates prices, viz., supply and demand. If the bills upon places with which Brazil has commercial relations are abundant, the exchange rises, and if the contrary it falls. Whether the currency is in a healthy condition or not, that the aggregate value of the articles imported and consumed has to be paid out of the agricultural produce, and therefore the amount of the agricultural produce to be exported regularly by its value in the consuming markets is that which determines whether the exchange is to rise or fall.

Consequently, that the depression of the exchange in 1857 and 1858, and the rise in the price of the precious metals, must be considered as having been caused by the crisis in the United States, which spread over the world, producing a depreciation of the value of Brazilian articles of export, and calling for an immediate return for the articles imported but not consumed, and not to excessive bank issues, limited and guaranteed as they are in this country, as is maintained by the disciples of the restrictive school.

The Liberal party also hold that although an inconvertible paper-money serving as a basis to the circulating medium of any country has serious inconveniences, yet that, as that has been the agent of exchange in Brazil for more than thirty years, during which period Brazil has made great progress, this fact ought not to be disregarded in attempting to replace it by a metallic regimen; that what is required is to have an amount of circulating medium on a scale and of a nature adequate and fitted to meet the requirements and changes of the commercial and industrial movements of the country, but it is not equally indispensable that it should be gold or silver; so that, in order to secure the convertibility of bank-notes and bring gold into the country, it is necessary to look not so much to any artificial management of bank issues, as to the increase of labour, industry, and production, to the promotion of roads, canals, &c., and all the means by which the resources of the country may be developed.

The opposite party seem to think that the difficulties under which the country is labouring are all owing to the state of the currency, and the excessive bank issues based on inconvertible paper depreciating the circulating medium; and they appear by their measures to wish to pave the way for the suppression of all the Banks except the Bank of Brazil, concentrating the faculty of issue in that Bank alone, and by this means to bring gold into the country.

To these opinions it is answered that the issues of the Banks as constituted in Brazil cannot depreciate the value, of themselves, of the circulating medium. The argument might have some force, it is said, if the paper-money on which these issues were based were susceptible of increase or even adequate to meet the wants of the country; but the contrary is the case, and is continually becoming more so by its gradual amortization.

The Bank of Brazil, with all its advantages, rarely succeeds in drawing into its coffers more than the insignificant sum of 1,000 contos of reis. The other Banks, which have the greatest interest in having an available fund of paper-money on which to base their equivalent amount of issue allowed by Law, never attain as much. The Provincial Banks never accumulate in their coffers paper-money enough to serve as basis for a moderate use of the right of issue granted by Law; and considering the amortization of paper-money at the rate of 2,000,000 milreis a-year, there seems to be no just ground for declaiming against bank issues which are so small and so strictly limited.

These views are, I believe, with some modifications, generally held by the Liberal currency-school in Brazil. The important questions on the best way to improve the circulating medium, and obtain fiduciary paper convertible into gold without prejudicing the progress of industry and commerce, are the only ones which really form active political parties in this country. Those who go along with the present Minister of Finance in what he has been doing, and those who wish to go further, may be said to belong to the Liberal party, and support the present Government.

I append three Tables showing, (1), the operation of the Bank of Brazil from January 1860 to March 1861; (2), the account of notes in circulation of the Bank of Brazil and of its branches, and of other banks of issue in the provinces; and (3), Balance-sheet of the Bank of Brazil for the month of December, 1861.

(Signed) EVAN M. BAILLIE.

(No. 1.)—TABLE of the Operations of the Bank of Brazil, from January 1860 to March 1861.

Dates.	AVAILABLE CAPITAL.						Redemption of Paper Money.	Balance to be received.			Balance to pay.		Reserve Fund.	Capital.		Half-yearly Dividends.	Rate of Dividend, per cent.
	Gold.			Silver Money.	Government Notes and Copper.	Total.		In Notes on Caution.	Discounted Bills.	Total.	In Notes for Money taken at Interest.	In Current Accounts.		Marked in Statutes.	Realised.		
	National Money.	Foreign Money.	Bullion.														
	Milreis.	Reis.	Reis.	Milreis.	Reis.	Reis.	Milreis.	Milreis.	Reis.	Reis.	Reis.	Reis.	Reis.	Milreis.	Milreis.	Milreis.	
1860																	
January ...	615,202	4,901,760$643	220,108$770	97,000	1,023,353$850	6,857,425$263	7,000,000	1,112,160	21,388,106$767	22,500,266$767	6,306,911$315	2,972,732$402	824,920$843	30,000,000	22,560,000	1,410,000	6·25
March ...	615,202	4,901,760 643	220,108 770	102,500	1,275,295 117	7,114,866 530	7,000,000	1,064,660	20,186,561 655	21,251,221 655	5,144,763 216	3,367,240 203	824,920 843	30,000,000	22,560,000		
May	615,202	5,790,760 643	220,108 770	98,000	619,708 303	7,345,859 716	8,000,000	1,752,860	22,288,069 994	24,040,929 994	5,125,023 481	3,581,242 699	824,920 843	30,000,000	22,560,000		
July	620,202	6,238,003 578	220,108 770	..	479,013 114	7,651,327 462	8,000,000	1,788,960	23,131,942 173	24,920,902 173	5,475,815 306	4,802,138 491	869,639 185	30,000,000	22,560,000	1,410,000	6·25
September ...	620,202	7,127,003 578	220,108 770	...	1,512,790 000	9,484,859 609	8,000,000	797,360	25,291,630 959	26,088,990 959	6,412,586 582	3,873,755 961	869,639 185	30,000,000	22,560,000		
November ...	624,942	7,127,003 578	220,108 770	...	1,111,800 000	9,087,559 523	9,000,000	743,360	26,185,756 004	26,929,116 004	5,691,002 482	4,984,988 759	869,639 185	30,000,000	22,560,000		
1861																	
January ...	628,642	7,127,003 578	220,108 770	...	1,754,000 000	9,729,754 348	9,000,000	715,960	25,450,724 172	26,166,684 172	6,083,069 771	4,686,753 413	910,721 458	30,000,000	22,560,000		
March ...	628,642	7,127,003 578	220,108 770	...	2,472,000 000	10,448,767 388	9,000,000	686,910	23,818,713 728	24,505,623 728	4,743,834 894	6,050,468 614	910,721 452	30,000,000	22,560,000		

(No. 2.)—ACCOUNT of the Notes in Circulation of the Bank of Brazil and its Branches, and of the other Banks of Issue in the Provinces.

Dates.	Central Establishment, Bank of Brazil.	Branch of Ouro Preto.	St. Paulo.	Pernambuco.	Bahia.	Maranham.	Para.	Rio Grande do Sul.	Total.	Bank, Commercial and Agricola.	Rural, Hypothecary.	Bank of Bahia.	Bank of Pernambuco.	Bank of Maranham.	Bank of Rio Grande do Sul.	Total Issue of Notes in Circulation in the Empire.
	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.	Milreis.
1860																
January	19,044,940	1,701,780	2,770,580	6,225,690	4,667,060	736,200	1,586,990	1,208,990	37,842,320	7,237,900	1,974,000	2,999,940	1,490,000	680,000	500	54,324,660
March	17,846,510	1,703,050	2,968,910	6,233,000	4,751,660	669,410	1,695,300	1,212,770	87,080,610	7,237,900	2,000,000	2,936,940	1,490,000	500,000	200	51,245,650
May	17,376,310	1,688,060	3,051,830	5,319,850	4,758,390	693,950	1,707,820	1,419,260	36,015,480	7,237,900	2,000,000	2,661,891	1,490,000	500,000	120	49,005,390
July	17,398,570	1,638,930	4,064 940	4,570,310	4,492,800	704,320	1,789,750	1,322,660	34,982,280	7,237,900	1,986,000	2,545,890	1,490,000	400,000	100	48,642,170
August	17,940,400	1,625,880	3,091,210	4,008,470	4,619,120	645,420	1,872,360	1,273,360	35,066,220	7,237,900	1,966,000	2,405,840	1,490,000	400,000	100	48,566,060
October	19,617,520	1,676,780	3,109,340	3,929,470	3,929,470	565,100	1,793,380	1,253,020	35,156,130	7,237,900	1,963,000	2,292,840	1,490,000	400,000	40	48,530,510
December	21,172,400	1,741,210	3,123,370	4,306,890	4,306,890	602,490	1,845,770	1,342,950	37,352,250	7,237,900	1,903,000	2,207,790	1,490,000	200,000	40	50,390,980

(No. 3.)—BALANCE of the Bank of Brazil for the month of December 1861.

	Reis.	Reis.		Reis.	Reis.
By capital not realized of 141,000 shares at 40 milreis ...	5,640,000$000		Issue value of notes in circulation, viz.:—		
By 9,000 shares at 200 milreis still to be distributed ...	1,800,000 000		Of 500 milreis ...	1,661,500$000	
Discounts ...	... ...	29,714,930$273	Of 200 ,, ...	4,828,400 000	
Advances on gold and silver securities ...	... ...	1,213,850 000	Of 100 ,, ...	2,818,400 000	
Amount of various accounts :—			Of 50 ,, ...	4,740,150 000	
Branch Bank, viz.:			Of 30 ,, ...	274,110 000	
Balance of accounts to debit ...	13,012,521 280		Of 20 ,, ...	3,808,380 000	18,131,910$000
Capital furnished to them ...	6,600,000 000		Bills to pay, passed upon money received at interest ...	... ...	3,482,538 774
Bills to be received ...	64,512 424	19,677,033 704	Current accounts ...	... ...	8,376,534 484
By amount of paper money redeemed ...	... ...	10,000,000 000	Branch Banks, viz.:—		
Inscriptions of Public Debt of 6 Per Cent. to amount of 1,075,000 milreis, received in payment of 1,000,000 Treasury Notes redeemed ...	... ...	999,750 000	Balance of accounts to credit ...	16,121,338$136	
Gold uncoined and Treasury Notes of 10 milreis and upwards ...	8,011,003$578		Entries to be realized ...	1,240,000 000	
Gold in bars ...	220,108 770		Bills to be paid ...	16,888 630	17,378,226 766
Treasury Notes of 5 milreis, and exchange in copper ...	431,002 925		Loss and gain:—		
Uncoined silver ...	23,000 000	8,685,115 273	Profits of divers operations up to present time ...	1,095,143$087	
			Profits which belong to following half-year ...	370,175 247	1,465,318 334
			Reserve Fund, actual balance ...	... ...	1,025,355 205
			Capital of Bank, value of 150,000 shares of 200 milreis ...	... ...	30,000,000 000
		79,859,913$563			79,859,913$563

Bavaria.

Reports by Mr. Bonar, Her Majesty's Secretary of Legation.

Munich, January 8, 1862.

Report on Commerce, Industry, &c.

Commerce.

IN the general commerce of Bavaria the movements are but inconsiderable, and the only branch which offers for the past year results especially worthy of notice is the trade in corn, one of the most important of this kingdom.

Bavaria is among the few fortunate countries of Europe which not only produce, annually, all the varieties of grain demanded for home consumption, but also an abundant and valuable surplus of that first necessary of life forming the basis of a considerable and important commerce, and ever sure of a ready and profitable market.

Foreign Trade in Grain.—The traffic in grain on the Bavarian frontiers with Austria, France, and Switzerland, at all times one of paramount importance, reached in the year 1860-61 an extent as yet almost unparalleled, amounting in various grain, corn, wheat, rye, barley, and oats, imports and exports, to 1,409,652 scheffel, or 664,635 scheffel more than in the previous year, which already had been one of remarkably active trade.

Whilst in the year 1860-61 the Returns of the traffic show the above amount of 1,409,652 scheffel, the average for the six preceding years 1854-60 had been, imported, 252,710; exported, 407,270; total, 659,980.

The above traffic for 1860-61 is further shown to be divided, as follows:—

	Imports.	Exports.	Total.
	Scheffel.*	Scheffel.	Scheffel.
Corn	2,040	10,656	12,696
Wheat	657,109	335,807	992,916
Rye	33,676	50,805	84,481
Barley	194,344	52,843	247,187
Oats	41,244	31,128	72,372

Whilst as regards the proportions of this traffic with each of the frontier countries, we find them to have been:—

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* The scheffel (of 6 Bavarian metzen) equals three-fourths of the imperial quarter.

	On the Austrian Frontier.	On the Swiss Frontier.	On the French Frontier and on the Rhine.*
	Scheffel.	Scheffel.	Scheffel.
orted	918,056	2,732	7,625
orted	74,134	372,351	34,754
Total	992,190	375,083	42,379

Lastly, taking the average prices of the above five kinds of grain during the ar 1860-61, we find that on the Bavarian frontier-line the value of that traffic ounted to the sums of :—

	Florins.
For Corn and wheat, circa	21,461,500
Rye "	1,194,000
Barley "	3,372,300
Oats "	212,600
Equal to	26,240,400

tainly a considerable amount for the trade of Bavaria.

Nor is it to be supposed, on account of the enormous quantities of grain thus eived from foreign countries into Bavaria, that the important agricultural oduce in this kingdom has failed during the past year, or even suffered any inution, and that she has been compelled to make up for such deficiency by chases from the foreigner.

Bavaria sends annually a large surplus produce to the principal grain markets other States of the Zollverein, and especially to Wurtemberg, Baden, Hesse, &c., l through these again beyond the limits of the Customs Union, of which traffic, vever, no record can be given in consequence of the trade with all other States of Zollverein being duty free. The foregoing Tables, therefore, exhibit only the vements of the transit trade on the Bavarian frontier, by which channel enormous antities of grain come from Hungary to be forwarded to the Tyrol, to Switzerland, l to France.

The large increase in this traffic during the period of 1860-61 has been due in at measure to the position and political events of Italy, in consequence of which siderable remittances of grain have passed over Tyrol or Switzerland to meet wants of the numerous troops stationed in that country, whilst another great tion of this traffic has been directed towards France, whose late harvest has n notoriously below the average.

The amount destined for France and Western Switzerland was so considerable ing the past summer that the capabilities and arrangements of the Bavarian way lines and steam navigation on the Lake of Constance were wholly unequal he task of transporting it : at times from 50,000 to 60,000 scheffel were lying at tzburg awaiting the means of carriage, and it was necessary at last to run extra ins daily and for a considerable time in order to expedite them.

I have in a former Report alluded to the rapid increase of late years in the trade grain of Austria with the Zollverein States, and I showed that whilst in 1859 the ortation of cereals had been 2,177,417 scheffel, and of seeds 296,528 cwt., it had n in 1860 to cereals 7,856,606 scheffel, and seeds 721,052 cwt.

Agriculture.

The general harvest and agricultural produce of Bavaria for the year 1861 has n in nowise deficient.

The produce of the vintage both in Franconia and in the Palatinate, the two ncipal wine-growing districts, though not abundant as in average years, has been nost excellent quality ; such, indeed, that the price of the wines, which are expected equal the best qualities of 1857, may fully compensate for the deficiency in ntity.

The Returns of various grain have been abundant and good.

The cultivation of tobacco in Bavaria has not yet recovered from the depressing uence of the late changes in the American Customs Tariff, and the number of es allotted to that produce is still considerably less than in some former rs.

Some Tables to which I have had access, compiled by the "Landwirthschaftlicher ein," or Agricultural Society, show for the past year's general harvest the following figures, in which it must be understood that in their peculiar fashion of classification, Nos. 1, 2, 3, 4, and 5 indicate various "notes" or degrees of excellence, or, as they here term it, "bonität," No. 1 representing the highest "note."

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* Neuburg on Rhine, and Zweibrücken.

"Note," or No. 1, stands for "remarkable," or superexcellent; No. 2, "very good;" No. 3, "good;" No. 4, "middling;" No. 5, "bad;" whilst the following general estimate is founded upon the average of 257 different Departmental Reports:—

	Quality.	Quantity.		Quality.	Quantity.
Wheat .. .. Class	2·08	2·64	Barley .. .. Class	2·20	2·47
Against last year's .. "	3·09	3·10	Against last year's .. "	3·16	2·91
Rye .. .. "	2·24	3·35	Oats .. .. "	1·97	2·19
Against last year's .. "	2·95	2·85	Against last year's .. "	2·25	2·25
Corn (spelt, &c.) .. "	2·50	2·51			
Against last year's .. "	3·14	2·97			

The amount of straw is for all the above kinds of grain (excepting the rye) nearly "very good," therefore circa 2·25 (but for rye circa 3·30;) on the whole, however, the amount of straw exceeds that of the previous year.

	Quality.	Quantity.		Quality.	Quantity.
Peas, beans and lentils.. Class	2·60	2·95	Flax and hemp .. Class	2	2
Against last year's .. "	3	3	Against last year's .. "	2	2
Potatoes .. "	2·47	2·93	Tobacco .. .. "	2·74	2·89
Against last year's .. "	3·54	3·53	Wine .. .. "	2	4·60
Hops .. .. "	1·99	2·34	Far exceeding last year's vintage in quality, but as far below it in quantity.		
Against last year's .. "	3·57	3·99			
Fruit .. .. "	3·87	4·76			
Against last year's .. "	2·66	1·49			
Hay .. .. "	1·96	2·22	Clover, turnips, rape, maize, &c. "	2·50	2·50
Against last year's .. "	2·20	2·04	Nearly the same as last year.		
Hay (2nd crop) .. "	2·33	3·04			
Against last year's .. "	2·87	2·89			

Note.—The decimal figures placed beside the "Note," or Class, in the above Tables, signify the degree c approximation (beyond the Class named) to the Class next *below* it. Thus, Hops, marked Class 1·99, are all bu belonging to Class 2; Corn, marked Class 2·50, verges to Class 3; whilst Wheat, Class 2·08, is almo "superexcellent."

By the above figures the Return in all the most important kinds of produc has been "very good" (fruit alone having proved deficient in quality, and wine i quantity), whilst the general harvest has exceeded in both respects those of the thre preceding years.

Forests.

In proportion as civilization and industry extend, in the same ratio will, in a countries, the demand for those various kinds of fuel increase, which are indispensable to the production of most of the necessaries and comforts of life. For th making of bread, and the preparation of a majority of our common articles of food for the manufacture of all metal instruments and utensils; for the composition glass for windows, and for all glass vessels; for the manufacture of porcelain an earthenware; for the machinery employed in so many branches of agriculture c industry; and for the most necessary building materials, such as lime, mortar, an bricks,—fuel is indispensable, and fortunate are the lands which produce it i sufficient quantities.

Bavaria, then, may be proud of the intelligent cultivation and excelle administration of her extensive forest lands, and regard with satisfaction the abundant returns as compared to many other countries equally favoured by Natur but where the value of this important produce has been at various periods unde rated or neglected.

Of so paramount consideration, indeed, is the preservation and proper cultu of the forest in a land which, like Bavaria, possesses hardly any other availab fuel, that stringent laws guard in this country against undue neglect of the fores or improvident felling of the timber.

In the forests belonging to the State the oak and the red beech may not l felled under a growth of from 120 to 300 years; "Fichten" and "Tannen," two the harder kinds of pine, from 120 to 144 years; whilst the softer fir and other woods are protected for a space between 72 and 120 years.

Nearly one-third of the whole surface of the kingdom is productive forest land, and of 100 acres of the whole area, the proportion devoted to agriculture is reckoned at 60, and to forests 32, the latter proportion being equal to 7,525,027 acres on the whole surface of the kingdom, and divided as follows:—

	Acres.
Forests belonging to the State	2,682,518
Ditto ditto Communes and Corporations	1,047,610
Ditto ditto Foundations	134,010
Ditto ditto Private proprietors	3,660,889
	7,525,027

The yearly produce of the united forest land is equal to 2,723,503 cords of timber, 298,076 cords of stack-wood, 527,928 cords of faggot-wood; whilst the trade in wood averages 182,207 klafter* of building and carpenters' wood annually. And the State Forests Returns show a gross revenue of 9,323,812 florins, and a gross expenditure of 4,058,541; leaving a net revenue of 5,265,271 florins.

On the whole area of Germany, reckoned at 9,574 German square miles, or 206,491,000 Prussian square acres, 2,312 German square miles, or 50,879,000 Prussian square acres, are computed as occupied by forests.

And of the above, 50,879,000 acres, upwards of 17,000,000 belong to the State; 669,000 are church property, or belong to chapters and foundations; and 23,500,000 belong to private proprietors.

South and South-west Germany are richer in forest than the North and North-east.

In Nassau, the Electorate of Hesse, Meiningen, and Schwarzburg-Rudolstadt, 41, 40, 40, and 35 per cent. of the whole area are occupied by forests; whilst Mecklenburg, Hanover, and Oldenburg are the States that count the least.

Beet-root Sugar Manufacture.

By the official Returns of the amount of beet-root manufactured into sugar in the States of the Zollverein during the industrial year from September 1, 1860, to August 31, 1861, this important branch both of agriculture and industry would seem to be temporarily declining; for whilst during the period 1859-60 there were 256 manufactories of this kind in full activity, the year 1860-61 counted not more than 247, a decrease of upwards of 3 per cent. Of these establishments Bavaria furnished only 6; the most numerous being in Prussia (214) and in Brunswick (14), and thus the small Duchy of Brunswick, with its inconsiderable area of 67 German square miles, has, in proportion, by far the most beet sugar manufactories; and if those of Prussia bore the same proportion to her general area (of 5,104 German square miles), the latter State would count no less than 1,066 in lieu of 214.

The amount of beet manufactured into sugar during the past industrial year amounted to 29,354,032 Zollverein cwt., against 34,399,317 Zollverein cwt. of the preceding twelvemonths, showing a diminution of 5,045,285 cwt., or 14 per cent.

The most important of all German beet sugar manufactories is still that of Waghaüsel, in the Grand Duchy of Baden (though the only one in that country), which employs nearly 900,000 cwt. of beet annually.

The produce of the duty derived from beet-root made into sugar during the first eight months of 1861, or from the 1st of January to the 31st of August, amounted, after deduction of costs of collection, &c., to 2,635,891 thalers, levied on 11,257,581 cwt. of beet, against 3,455,080 thalers during the same period of 1860, showing a decrease of 819,189 thalers; and the partition of the said sum among the various States members of the Customs Union according to the amount of their population was as follows:—

	Thalers.		Thalers.
Prussia	1,338,287	Hesse Darmstadt	63,727
Bavaria	341,553	Hesse Electorate	51,718
Hanover	261,913	Oldenburg	33,221
Saxony	156,845	Nassau	32,208
Wurtemberg	124,972	Frankfort	23,040
Baden	98,598	Brunswick	18,460
Thuringian States	77,144	Luxemburg	14,205

For the industrial year 1858-59, I believe the amount of beet consumed in these sugar manufactories was equal to 37,000,000 Zollverein cwt., and the revenue derived from the beet-root duty 9,000,000 rix-dollars.

[*] The klafter, or cord, of wood measures 6 feet in height, 6 feet in length, and 3½ feet in depth.

Navigation.

The greater part of the shipping of Bavaria is on the Danube, on the Inn, on the Ludwig, or Maine and Danube Canal, and at Lindau, the Bavarian port on the Lake of Constance.

The traffic on the Danube, both by steam and other vessels, and on the Inn, principally by barges, is far more considerable than is generally supposed, or than usually falls to the share of river navigation in these days of railways.

Official Returns show that in the course of the year 1861 the traffic on the Danube counted at the river port of Passau alone, on the Austrian frontier, no less than 2,363 vessels of various kinds and dimensions; of which 943 came up the stream, conveying 460,096 cwt. of merchandise, and 363,337 scheffel of grain; whilst 1,420 vessels came down the stream to Passau, with freights comprising:—496,421 cwt. of merchandise, 39,360 raft trees, 8,351 klafter, or cords, of wood for fuel, 79,960 planks, 49,310 lasten, or ship-loads, of building and other wood, 441,925 paving-stones from Kelheim, and 105 scheffel of lime.

The Returns for the shipping on the Inn have to be added to the above, but are not yet compiled.

The steam-navigation on the Danube is about to be given up by the Bavarian Government, and handed over to the more enterprising Austrian Danube Steam-Navigation Company; whilst, on the other hand, the various steam-vessels plying on the Lakes of Constance and Starnberg, hitherto in the hands of Bavarian Companies, will henceforth, probably, come under the State Administration.

By Royal Decree, dated November 9 of the past year, no further bridge-tolls will be levied on the Bavarian Rhine after January 1, 1862, nor "may such dues ever again, under any circumstances, be reimposed."

Railways.

The whole extent of the German railway system open to traffic on the 1st of January, 1861, comprised 2,192 geographical miles, which has been increased by lines completed in the course of the past year to 2,267 miles.

The extension of the Bavarian lines has been:—

	Miles.	
From Hochstadt to Gundelsdorf	3	Of mere local importance.
„ Holzkirchen to Miesbach	2¼	
„ Schwandorf to Cham	6½	
„ Cham to Fürth, on the Bohemian frontier	3½	
„ the town of Passau to the Austrian frontier	2¼	
Total, geographical miles	15½	

In the late session of the Bavarian Diet, however, two further and important lines were sanctioned, to be constructed by Companies:—1. Along the valley of the Iller from Ulm on the Wurtemberg frontier, southward to Kempten viâ Memmingen; 2. From Hof, on the Saxon frontier, to the town of Asch, on the frontier of Austria; and, moreover, an extension of the "eastern line" in the Upper Palatinate and Upper Franconia, as also of the Rhine Palatinate lines; and, lastly, a line from Würzburg to the frontier of Baden. Various other lines are also projected.

The traffic on the Bavarian railways is steadily progressing. I have not access to the official Returns of the lines in the hands of Companies, but those of the State railways give the following results:—

TRAFFIC AND RECEIPTS FOR 1859–60.

			Receipts.				Receipts.
			Florins.				Florins.
Passengers		3,661,983	3,536,733	Animals:—			
Military		9,793	10,684	Sheep ..	6,856		
				Swine ..	150,584		
		3,671,776	3,547,417	Dogs ..	28,608		
Increase on preceding year .		237,322	88,593			281,002	188,966
				Military horses ..		101	712
		Zollverein lbs.				281,103	189,678
Luggage		20,567,627	199,933			Zollverein cwt.	
Military		5,022	62				
		20,572,649	199,995	Merchandise		16,436,653	6,084,061
				For the military ..		528	222
Animals:							
Horses ..	6.202					16,437,181	6,084,283
Horned cattle ..	88.752			Increase on preceding year .		1.581,392	679,939

REVENUE OF 1859–60.

	Florins.
Gross Receipts	11,063,580
Gross Expenditure	7,057,564
Net Revenue	4,006,016

TRAFFIC AND RECEIPTS FOR 1860–61.

		Receipts.		Receipts.
		Florins.		Florins.
Passengers	3,903,029	3,855,825	Lnggage, equipages, animals	473,760
Increase on 1859–60	232,053	308,408		
				11,555,000
	Zollverein cwt.		Sundry other receipts:— Farming of lines, conveyance of mails, dues, &c.	1,000,000
Merchandise	20,698,596	7,225,415		
Increase on 1859–60	4,261,415	1,141,132		12,555,000

REVENUE OF 1860–61.

	Florins.	Florins.
Gross Receipts		12,555,000
Gross Expenditure	6,900,000	
Interest on the Railway Debt	3,900,000	
		10,800,000
Net Revenue		1,755,000

In concert with the Government of the Grand Duchy of Baden, an iron railway Bridge over the Rhine is about to be constructed in the Palatinate to join Ludwigshafen with Mannheim.

Two further lines are also in project:—1. From Spires to the town and fortress of Germersheim; 2. From Homburg to St. Ingbert.

Post Office.

The Returns of the Post Office, which in Bavaria is under the same Department as the Railway and the Electric Telegraph Administration, show for the year 1859-60 the following figures:—

Total number of letters		27,336,750
Increase on 1858–59	1,729,637	

Of which prepaid by stamps of:—

		Increase on 1858–59.
1 kreutzer	2,017,845	206,131
3 kreutzers = 1*d.*	7,408,226	375,308
6 kreutzers = 2*d.*	3,359,488	341,585
9 kreutzers = 3*d.*	1,101,028	66,998
12 kreutzers = 4*d.*	136,497	13,791
18 kreutzers = 6*d.*	91,029	Decrease 1,434
	14,114,113	

Not prepaid, and postal packets			3,889,285
Decrease on 1858–59		6,822	
From foreign parts			5,562,543
Increase on 1858–59		599,720	
Official correspondence			3,770,809
Increase on 1858–59		134,360	
Total increase	1,729,637		
Newspapers			37,365,669
Increase on 1858–59		302,259	
Passengers by diligences			37,716
			Zollverein lbs.
Packages by diligences	5,275,310		14,351,035
Of which official	1,010,000		2,826,763

Receipts thereon in 1859–60.

	Florins.
Letters	1,250,217
Passengers and luggage by diligences	106,388
Packages by diligences	1,028,146

Total Revenue for 1859-60.

	Florins.	Increase on 1858–59.
Gross receipts	2,591,109	15,104
Gross expenditure	2,075,753	14,054
Net Revenue	515,356	1,050

The number of letters that passed through the Bavarian Post Offices in 1859-60 is more than double the number of 1850; but I can no longer obtain accurate and authentic Returns of the postal traffic previous to 1849, when the reduced or penny postage was introduced, together with the system of prepayment by stamps.

The number of newspapers posted has increased pretty regularly at the rate of circa 1,000,000 per year, but these vary greatly with the political events of the period, so that the number of newspapers posted increased, at times (during the war years), to the amount of 2,000,000, and even 5,000,000 in the twelvemonth.

Bavaria also publishes, after Prussia, a greater number of newspapers than any State in Germany. I subjoin a Return of all the newspapers appearing in Germany in 1861.

Newspapers published in Germany in 1861.—An extract from a recent Statistical Report states the number of newspapers published in the various States of Germany during the year 1861 to have been 1,198, namely:—

In Prussia	534	In Frankfort	12
Bavaria	238	Reuss	12
Saxony	90	Oldenburg	10
German Austria	67	Bremen	10
Brunswick	61	Nassau	9
Hanover	58	Rudolstadt	8
Wurtemberg..	39	Lübeck	6
Saxon Duchies	35	Anhalt	6
Hesse Darmstadt	32	Lippe Detmold	4
Baden	29	Homburg	3
Mecklenburg	21	Luxemburg	2
Holstein	19	Waldeck	2
Electorate of Hesse	13	Schaumburg Lippe	1
Hamburgh	12		

Electric Telegraph.

In the year 1859-60 were forwarded:—

Inland—				
Government despatches	5,698	containing	178,405	words.
Railway despatches	5,189	„	105,786	„
Private despatches	84,329	„	1,737,710	„
International—				
Government and private despatches. ..	98,586	„	2,104,427	„
Total	193,802	„	4,126,328	„
Increase on 1858–59	3,572	„	262,871	„

Total Revenue for 1859-60.

	Florins.
Gross Receipts	180,805
Gross Expenditure	174,743
Net Revenue	6,062

Decrease, as against 1858-59, 21,098 florins.

Municipality of Munich.

The Municipal Budget of any considerable town cannot fail to offer interesting subjects of information and of comparison.

The expenditure by the municipality in the capital of Bavaria for the year 1860-61 amounted to 1,882,024 florins 22 kreutzers, or, taking the population at circa 140,000, to somewhat over 13 florins (*1l.* 1*s.* 8*d.*) per head,

The heaviest items of that expenditure were on account of:—

	Florins.
The Communal debt	292,533
Public works (offices, bridges, canals, pavement, and extension of streets) ..	273,635
Communal foundations	91,890
Administration	81,842

Whilst the following Tables will give in detail the principal portion of the general Communal accounts for the above period, comprising—

	Florins	krs.
A revenue of	2,040,955	24½
And an expenditure of	1,882,024	22
Showing a surplus revenue of	158,931	2½

RECEIPTS.

Principal items:—		Florins.		Florins.
Landed property and revenues.. ..		55,409	Police (fines, &c.)	25,708
Communal taxes		66,495	Indirect taxes:	
Subventions:			Town dues	92,767
From the State	87		Malt and beer tax..	422,657
Foundations ..	1,724		Flour tax	79,232
Private.. ..	38,595		Meat tax	62,571
		40,406	Wine	1,825
Public establishments		191,460	From Municipal loan of 1857	777,767

EXPENSES.

Principal items:—	Florins.		Florins.
Cost of collection of rents, dues, and taxes.	24,898	Agriculture and industry	3,052
Administration	81,842	Embellishments of the town	26,894
Public safety	37,131	Feasts and festivals	18,712
Armed force	4,440	Public Works (offices, bridges, canals, street pavement, extensions, &c.) ..	273,635
Communal establishments and institutions:			
Public Worship	6,034	Communal foundations	91,890
Education	1,320	Town poor fund	10,284
Charity	1,227	Lighting fund	10,050
Health	1,000	Pensions and allowances	19,203
Streets cleaning	10,647	Payment to the sinking fund and per-centage of the Communal debt	292,533
Markets, &c.	47,315		
Fuel warehouses	6,288	Loans of capital	22,800
Fountains and canals	14,031		

A summary of the Municipal accounts of all the principal towns of Bavaria for the year 1859-60 shows an active capital, after deduction of the debts burdening the Communal property:—

	Florins.		Florins.
In Augsburg (the most important of all Bavarian towns)	1,022,231	In Ratisbon..	252,690
Straubing	481,810	Passau	232,160
Nürnberg..	474,421	Landshut..	197,941
Würzburg	317,575	Bamberg..	194,480
Kempten..	253,745	Lindau	151,651
		Fürth	109,930

The largest expenditure in that year was in Munich, amounting to 1,862,576½ florins; the highest revenue was also in the capital, amounting to 1,956,345 florins.

Whilst Munich counted ten years ago less than 7,000 persons liable to the trade-tax, that number has now reached near 10,000.

The number of foreigners visiting Munich, and staying at least a day and night in the capital, was computed last year at circa 200,000.

Savings' Bank of Munich.—The 13th Annual Report of the Munich Savings' Bank for 1860-61 gives the number of depositors at 13,536, of whom no less than 7,591 belong to the period of 1860-61 with 487,691 florins, whilst in the same period 5,956 depositors withdrew 418,673 florins. Among the depositors are 4,308 servants, 1,803 apprentices, 376 soldiers, 5,033 parents or guardians depositing for their children or wards.

In the various chief towns, but especially in the capital, real property has acquired of late years an exorbitantly high value.

Although the general result of the last Census of the population of Bavaria has not yet been made known (it was taken on the 3rd of December, 1861), it is certain that for the capital the figures will show a considerable increase, which, together with the continually progressing influx of strangers, calls for much additional building. Rents have in consequence increased so materially that, together with the general rise in the cost of provisions, fuel, and all other necessaries, they have caused an augmentation of salaries to be granted to almost every class of public officers, both civil and military.

(Signed) A. G. G. BONAR.

Report on Finances, Public Credit, &c.

Munich, January 8, 1862.

THE seventh financial period of Bavaria having expired on the 30th September, 1861, the Estimates for the eighth period, extending over the six years 1861-67, were laid before the late Chambers at Munich, and finally voted as follows:—

EXPENDITURE.

		Florins.
Interest on the Public Debt		13,556,376
Royal Household and the Court—		
	Florins.	
Civil List .. .	2,350,580	
Appanages	620,000	
Pensions	25,024	
		2,995,604
Council of State		74,905
Diet, or Parliamentary Expenses ..		75,000
Department for Foreign Affairs ..		472,712
" Justice		3,373,192
" Interior		1,650,000
" Public Worship and Education		99,037
" Commerce and Public Works		252,846
" Finance		879,712
Education		1,153,073
Religion—	Florins.	
Catholic	1,240,522	
Protestant	433,623	
		1,674,145
Public Health		289,850
Charitable Institutions		218,111
Public Security		1,304,504
		Florins.
Industry and Agriculture		404,657
Roads, Bridges, and Waterways ..		2,954,887
Aid to Communes		95,481
Registration of Lands		290,000
Mint		11,328
Royal Glass-Painting Establishment ..		3,000
Provincial Circles (supplemental sum) ..		503,900
Military Establishment—	Florins.	
Army	9,500,000	
Gendarmerie	962,800	
Topographical Bureau ..	50,000	
Widows', Orphans', and Invalids' Funds	92,000	
Pensions and Medals ..	700,000	
Extraordinary Expenses ..	95,200	
Regimental Chaplains ..	15,000	
		11,415,000
Public Buildings		774,003
Widows and Orphans of Public Servants..		716,000
Reserve Fund		1,008,274
Guarantee of Interest—		
On the "Max" Railway in the Palatinate		25,000
On the Eastern Line		450,000
Total Estimated Expenditure ..		46,720,597

REVENUE.

	Florins.	Florins.
Direct Taxes (A)—		
Land Tax	4,804,031	
House Tax	717,076	
Trade Tax	1,222,921	
Property Tax	536,171	
Income Tax	232,708	
Additionally imposed (B)—		
Land Tax	1,601,344	
House Tax	107,561	
Trade Tax	61,145	
Property Tax	26,809	
Income Tax	23,271	
		9,333,037
ndirect Taxes—		
Stamp and Registration Fees	1,210,343	
Excise	6,200,000	
Customs	6,350,000	
Sundry Taxes, not specified ..	4,500,000	
		18,260,343
State Monopolies—		
Salt Mines		3,130,000
Mines in the Palatinate		250,000
Railways		5,003,256
State Monopolies—		Florins.
Post Office		570,000
Danube Steam Navigation		25,149
Maine and Danube "Ludwig" Canal ..		26,133
Official Gazette		11,597
Electric Telegraph..		30,000
Nürnberg Branch Bank		150,000
Other Royalties		8,656
Domains—		
Forests, Chase, &c.		5,000,000
Farms Cultivation		305,911
Feudal, Royalty, and other dues ..		4,116,234
Interest due		1,543
Indemnity paid by Austria		102,083
Additional taxes in the Palatinate ..		100,000
Contributions to Widows' and Orphans' Fund		66,506
Sale of furniture, stores, &c.		1,604
Miscellaneous Receipts		28,545
Taken from the surplus of former financial period		200,000
Total Estimated Revenue ..		46,720,597

Showing an increase in the Estimates of circa 5,000,000 florins on those of the preceding, or seventh financial period.

The greater expenditure in the foregoing Budget required for the Department of Justice is occasioned by the several measures sanctioned during the late Diet for a reorganization of the Tribunals, for the separation in the Provincial Courts of the Administrative and Judicial Branches, for the preliminaries to the introduction of a new Code of Civil Procedure, and for the establishment and inauguration of the new Police and Criminal Codes.

An increase of expenditure under the head of "Education" will accrue from a considerable extension of the public schools, and a higher rate of salary throughout the grades of teachers.

An augmentation of salary has been granted to almost all classes of Civil officers in consequence of the great increase in price of all necessaries of life within the last year, and these items will go to swell the Budget of almost every Department of the Administration; whilst the Army Ordinary Budget exhibits increased estimates for augmentation of pay, for the establishment of regimental chaplaincies, and in consequence of the general rise in the prices of provisions, forage, &c.

Various further additions to the amount of the public debt will be occasioned by certain new loans and credits not yet realized, but voted during the recent session of the Chambers, for works of public utility, as 22,910,000 florins increase of the railway debt for additional constructions, and a loan of 10,000,000 florins sanctioned for the extraordinary requirements of the army during the next two years (1861-63), and demanded principally for improvement of the ordnance and other arms; but the increased interest on the public debt called for by these fresh charges will not figure in the accounts until the presentation of the next financial estimates, when these new measures shall have been fully carried out.

Lastly, from the estimated receipts of the State there is considerable falling off on account of the Government lottery, abolished by the late Diet (from the date of December 31, 1861), and which figured in those of the last financial period, as will be seen by my Report dated March 25, 1860, for no less a sum than 2,938,742 florins.

But I must further add that from the experience of the Budget voted in 1855 for the six years of the seventh financial period (1855-61) the sums allotted to each Department or Branch of the State Administration cannot be depended upon. Many of these are calculated far too high, and others prove to be below the expenditure or income as they actually occur. Nor is it possible, indeed, to foresee with any certainty the expenditure or revenue of a State during so long a period as six years, and one such year as 1859 must naturally suffice to upset even the likeliest calculations.

In the Lower Chamber of the Bavarian Diet accordingly frequent efforts have been made to obtain triennial, or even shorter, financial periods, for the understanding and controlling accounts of several years' standing is a difficult, to say the least a tedious task, and requiring much time, which might be more usefully employed. All motions, however, with this view brought forward in the Lower Chamber have as often been rejected, and one such shared the like fate in the session of the Diet which was but lately closed.

It is exceedingly rare, then, that the expenditure and income of the State are carried out during a whole financial period in this country as originally estimated; whilst the sundry operations that take place in consequence during that time, the passing of sums from one Department and from one fund to another as necessity occurs, and other manipulations, are at the end of the period so numerous and complicated, and often descend to such trifling amounts, that it is difficult, if not hopeless, to try to follow them through the maze.

The foregoing Budget, then, as eventually fixed, shows an estimated expenditure of:—

	Florins.
For the Public Debt	13,556,376
For the Civil Administration	15,780,340
For the ordinary Army expenses	11,415,000
Other expenditure	5,968,881
Total	46,720,597

While the estimated receipts are:—

	Florins.
Direct taxes	9,333,037
Indirect taxes	18,260,343
Domains and Royalties	18,628,479
Other resources	298,738
Total	46,520,597
Showing a deficit of 200,000 florins, which will be furnished by the convenient and ever-carefully-maintained Reserve Fund, so necessary to a financial period of six years	200,000
Total	46,720,597

The items composing the ordinary Military Budget are:—

		Florins.
Army		9,500,000
Gendarmerie		962,000
Topographical Bureau		50,000
Pensions and medals:—		
Army	615,000	
Gendarmerie	85,000	
		700,000
Widows', Orphans', and Invalids' Fund		92,000
Fortresses		95,000
Regimental chaplaincies		15,000
Total		11,415,000

The State Lottery so determinedly maintained by the Government until this year, and abandoned at last with such reluctance, would have gone far to meet some of the above charges. It has been abolished, of course, on the grounds of public morality, but during the debates to which this question gave rise in the Chambers, it was also proved to have been an ever-uncertain source of revenue, and among its most remarkable fluctuations were especially quoted the years—

	Florins.
1818–19 with a revenue of	1,412,460
1823–24 "	589,366
1841–42 "	2,010,789
1849–50 "	979,051
1852–53 with a deficit of	68,614

Yet it cost the Minister of Finance a severe pang to relinquish it, and it was also for a long time supported by a numerous party in the Diet, and the great majority out of doors.

The Public Debt of Bavaria, funded and unfunded, according to the accounts laid before the Chambers, stood at the close of the year 1860 at 330,457,608 florins, showing a constant annual increase, though several portions of it, as will be seen by the subsequent Tables, are not charges of a permanent nature, and some of them even (as the Railway Debt) will in the course of a few years not only cover the yearly interest required for them, but prove a valuable resource to the Treasury.

The Public Debt comprises every sum guaranteed by the Government, and is divided under six heads: the so-called "Old" Debt and the "New" Debt, the Military Debt, the Railway Debt, the Ground-Rents Redemption Debt, and the Pensions' Sinking Fund Debt; the first of these comprehending all charges incurred previous to 1848, the second those entailed on the State subsequent to that period.

THE "OLD" DEBT (strictly funded and annually reduced).

Items.	Florins	kr.
(A.)		
Feudal tenures and donations' capital	9,515,570	0
Other debts to private individuals and foundations	628,994	36
(B.)—*Stock redeemable at will.*		
Military fund	4,360,555	0
Real property purchased for the State	211,306	32
Treasury bonds	551,568	32
Caution money deposited by public officers, at 4 per cent.	509,283	39
Ditto, at 3½ per cent., and increased at 4 per cent.	1,750,181	11
Savings banks, at 4 per cent.	358,267	0
Deposits, at 2½ per cent.	1,400,000	0
"Old Debt" of the Palatinate, at 4 per cent.	2,500,000	0
(C.)—*Stock redeemable, but fixed by lot.*		
"Au porteur," at 3½ per cent., and additional at 4 per cent.	28,162,000	0
Inscribed by name at 3½ per cent. and 4 per cent.	8,183,100	0
Without coupons, at 4 per cent.	1,386,997	24
Ditto at 3½ per cent. and 4 per cent.	2,348,853	27
Foundations' capital, at 4 per cent.	30,723,750	0
Ditto, at 3½ per cent. and 4 per cent.	902,088	30
Ditto, at 2 per cent.	2,402,800	0
Capital of individuals, at 2 per cent.	133,800	0
Total	96,029,715	51

Reduced since 1857–58, by 3,672,143 florins 36 kreutzers; or from 99,701,859 florins 27 kreutzers.

THE "NEW DEBT" (Operations subsequent to 1848).

Items.	Florins	kr.
New Loan of 1852, at 4½ per cent.	299,600	0
Annuities	2,265,499	37
New Loan of 1855, at 5 per cent.	4,813,500	0
New general loan, at 4½ per cent.	7,866,900	0
Total	15,245,499	37

Reduced since 1857–58 by 1,501,378 florins 2 kreutzers; or from 16,746,877 florins 39 kreutzers.

	Florins.
Military loans	22,010,700

Increased since 1857–58 by 15,627,100 florins.

TOTAL PERMANENT AND FUNDED DEBT.

	Florins	kr.
Old Debt	96,029,715	51
New Debt	15,245,499	37
Military Debt	22,010,700	0
	133,285,915	28

Against 122,832,337 florins 6 kreutzers in 1857–58; or total increase since 1857–58, 10,453,578 florins 22 kreutzers.

TERMINABLE DEBTS.

Railway Debt.

Items.	Florins	kr.
"Au porteur," at 5 per cent.	7,263,400	0
Ditto, at 4½ per cent. till 1855	34,443,400	0
Ditto, at 4½ per cent. till 1856	12,104,100	0
Ditto, at 4 per cent.	18,741,100	0
Inscribed by name, at 5 per cent.	1,239,500	0
Ditto, at 4½ per cent. till 1855	2,903,300	0
Ditto, at 4½ per cent. till 1856	4,546,300	0
Ditto, at 4 per cent.	5,074,900	0
To the Public Debt Sinking Fund, at 3½ per cent.	7,714,001	50
Total	94,030,001	50

Against 88,643,834 florins 40 kreutzers in 1857–58; increase since 1857–58, 5,386,167 florins 10 kreutzers.

	Florins.
Ground Rents Redemption Debt	102,367,275
Pensions Sinking Fund Debt	774,418

Grand Total, 330,457,608 florins.

The last item, or the Pensions' Sinking Fund Debt, is worthy of a particular notice, being, perhaps, peculiar to the financial operations of Bavaria. It has been gradually reduced from an annual interest of upwards of 5,000,000 florins, at which cost to the State it stood before 1820.

When in the year 1809 the wholesale secularization of ecclesiastical property, and the abolition of convents and monasteries, took place under the Minister, Count de Montgelas, it became necessary to grant life-pensions to each of the numerous inhabitants of those establishments thus summarily cast upon the world; to these were added, at the close of the long Imperial wars, many and high pensions to the officers and soldiers thrown out of employ; and lastly, to these were added annuities to a whole host of civil officers, who henceforth only served to encumber the Administration, whilst also numerous charges of a similar nature devolved upon Bavaria with the new territorial acquisitions of that period.*

The total of these several sums represented a capital which at the opening of the year 1820 demanded, as above stated, an annual interest of upwards of 5,000,000 florins, when a Special Sinking Fund was established for its gradual extinction; and although the dotation allotted to it amounted only to circa 2,500,000 florins yearly (in anticipation of a frequent and rapid falling in of individual claims upon it), and that consequently for a certain length of time that fund was yearly creating new debts to meet the exigencies of the moment, yet by degrees not only the above dotation sufficed to meet every demand, but it threw off a valuable surplus for other expenditure of the State, and it stands at length reduced to a payment annually of 774,418 florins, which will probably also in the course of a few years completely fall in.

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* The amount due to this class alone (namely, Civil officers), not only on account of pensions, but also of long arrears, had reached at one time a no less sum than 19,000,000 florins.

To the gradual reduction of the above debts the following sources of revenue are specially allotted for the eighth financial period:—For the "Old Debt," the excise on malt (a permanent dotation); for the "New Debt," the receipts on account of redemption of the Ground-Rents of State property; for the Military Debt, an annual allowance of 218,000 florins from the gross revenues of the State; for the Railway Debt, the receipts of the State railway lines; for the Ground-Rents Redemption Debt, the incoming payments on account of redemption of the ground-rents of private proprietors; for the Pensions' Sinking Fund, its own dotation out of the gross revenues of the State.

The Nürnberg State Bank.—The following Table will exhibit a view of the "active" and "passive" funds of the Nürnberg Bank, which comprises the only operations of that nature transacted in Bavaria by the State.

There is one other considerable Bank in this country, namely, "The Discount and Mortgage Bank" at Munich; it is in the hands of a Company. It is of old standing, and its shares are always in high repute.

The sum total of the capital of the Nürnberg Bank would not imply transactions on a very important scale, but they prove a considerable benefit and facility to the provinces.

POSITION ON THE 30TH OF JUNE, 1861.

Active, or Credit.	Florins	krs.	Passive, or Debit.	Florins	krs.
Balance in the Exchequer ..	14,879,513	46	State Credit capital and reserve fund	2,536,142	34
Value of bills of exchange ..	5,290,615	49	Caution money deposited by the Bank officials	47,500	0
Shares and Government stock ..	9,134,126	59	Deposits at 2 per cent.	5,431,012	45
Due from Branch Banks.. ..	6,364,185	34	" 2½ per cent.	2,853,485	14
Account current	11,203,630	6	" 3½ per cent. ..	5,896,826	0
Lombard claims	8,648,898	11	Bank notes at 2 per cent. ..	6,765,263	0
Advances on mortgages	6,112,000	0	Loan shares at 3 per cent. ..	29,106,824	21
Real and other property	394,735	48	Debt to Branch Banks	6,246,137	33
Sundries	214,864	57	Account current	3,326,182	42
			Miscellaneous	33,208	1
Total	62,242,582	10	Total	62,242,582	10

Intimately connected with and leaning towards Austria as Bavaria is known to be from its geographical position, from the character and customs of its people, and from the policy of its Government, it will not be surprising to find a large portion of the public funds of Austria represented by capitalists of this country. Indeed, Austria finds nowhere so much confidence as here.

Bavaria is supposed to hold for no less a value than 40,000,000 florins in the shares of the Austrian Bank alone; indeed, so considerable a proportion of them, that her capitalists thought themselves entitled to claim a voice in the deliberations of the General Assembly of the Shareholders now still sitting to discuss a reorganization of, and to frame new statutes for, that establishment; meetings were held at Munich, and a petition addressed to Vienna to that effect. I believe it has been decided against Bavaria, and the composition of the Assembly has again been confined to Austrian subjects; but if any body of foreign shareholders had been admitted to be represented in it, that privilege would certainly have been due, in the first place, to Bavaria, considering the magnitude of her interests at stake.

That the general finances of Bavaria are in an enviably sound state, and that their regular and honest administration inspires universal confidence, may best be exemplified by the fact that the loan of 10,000,000 florins, voted by the late Diet for the Military Establishment, and negotiated in the month of November last at Munich, was fully inscribed in the course of one forenoon. On the 22nd November, at 9 or 10 o'clock in the morning, the first inscriptions were made, and at 12 the offices had to be closed, considerably more than the sum required having been already taken up at the rate of 4 per cent. and at par.

The various Bavarian stock was noted in the share market at Augsburg on the 2nd of January, 1862, as follows:—

Government Funds.

$3\frac{1}{2}$ per cent. Obligations	$96\frac{5}{8}$	Paper
4 ,, ,, last issue ..	102	,,
$4\frac{1}{2}$,, ,, ,, ..	$103\frac{3}{8}$	Money
$4\frac{1}{2}$,, ,, half-yearly ..	$103\frac{1}{2}$	,,
5 per cent. Obligations, fourth issue ..	—	
5 ,, ,, last issue ..	103	Paper
Ground-rents Redemption Obligations..	$100\frac{1}{2}$	,,
Bank-shares, with dividend, 2 silver ..	814	Money

Industrial or Companies' Shares.

Bavarian Eastern Railway	105	Money
Augsburg Mechanical Spinning and Weaving Company	205	,,
Worsted Yarn Spinnery	108	,,
Stadtbach Cotton Spinnery	182	Paper
Ditto 5 per cent. Part. Obligations ..	100	Money
Cotton Fine Spinnery	106	Paper
Ditto 5 per cent. Part. Obligations ..	$102\frac{3}{4}$	Money
Fichtelbach Mechanical Weaving Company	110	,,
Kempten Mechanical Cotton Spinnery .	118	,,
Ditto 5 per cent. Part. Obligations ..	$102\frac{3}{4}$	Money
Haunstetter Weaving Company ..	103	Paper
Bamberg Mechanical Cotton-spinning and Weaving Company	107	Money
Ditto 5 per cent. Part. Obligations ..	$102\frac{3}{4}$	,,
Bayreuth Mechanical Spinnery ..	138	,,
Bleichbach Mechanical Spinnery ..	132	,,
Munich Gas Lighting Company ..	120	Paper
Augsburg Gas Lighting Company ..	145	Money
Augsburg Machinery Manufactory ..	125	,,
Augsburg Cloth Manufactory ..	102	Paper

Exhibiting certainly considerable confidence in the Government operations, and a high degree of prosperity in all industrial undertakings of the country, especially in the numerous and valuable cotton-spinning and weaving establishments.

Commerce, Industry, Agriculture, and Shipping, generally.

In all branches both of commerce and industry the past year has been satisfactory in Bavaria.

Its general commercial transactions form part and portion of the Customs' Union, and it is most difficult to separate them with accuracy from the accounts and intricate operations of so large a number of States, whilst even then no correct notion could be given of the value of the trade peculiarly Bavarian, as all that is carried on within the limits of the Zollverein remains unrecorded.

I have, however, in an accompanying separate Report on the commerce and industry and other statistics, selected such branches as I considered most worthy of notice, in which the activity of Bavaria has been especially conspicuous.

The industrial prosperity of the country is steadily increasing, though the numerous and important cotton spinneries and weaving establishments (of which I spoke at great length in a former Report) have suffered from the political events occurring in America, and the decline or stagnation of trans-Atlantic commerce consequent upon them.

The large and promising cotton manufactory of Kolbermoor already spoken of was near its completion when the works were stopped, to await better prospects.

I have shown in detail in my accompanying Report the results of the late harvests in grain and all other agricultural produce, which though they had been seriously threatened for a length of time by the frequent and severe atmospheric changes which occurred in this country during a great portion of last year (some of them also taking place at the most critical periods as regarded the produce of the soil) proved eventually to have been beyond the average of years.

I have also given at length an account of such shipping as the inland navigation of Bavaria can boast of, and Returns of its traffic.

(Signed) A. G. G. BONAR.

Russia.

Mr. Lumley, Her Majesty's Secretary of Embassy, to Lord Napier.

My Lord, *St. Petersburgh, January* 1862.

THE subject I have chosen for the Commercial Report which I have drawn up, in accordance with the instructions contained in the Earl of Clarendon's circular despatch of the 24th of February, 1857, is, "The Trade of Russia with Central Asia."

The information contained in this Report is entirely derived from Russian sources; that is to say, from German translations of Russian works relating to those countries, as well as from translations of papers read at the meetings of the Imperial Geographical Society at St. Petersburgh, published in Erman's "Archiv für Wissenschaftliche Kunde." But I am chiefly indebted for by far the most useful and interesting portion of this paper to Mr. Michel, Attaché to Her Majesty's Embassy, who has allowed me to make use of a manuscript translated and compiled by himself from the works of M. P. Nebolsin, Fellow of the Imperial Geographical Society of Russia; a permission of which I have availed myself to the fullest extent, since I have nowhere found in such a complete form that description of information which is required by Her Majesty's Government.

Central Asia, likewise known under the denominations of Turkistan and Turan, extends from the frontier of Siberia to the Hindu-Kush, and from the Sea of Aral to Chinese Turkistan. It comprises, besides several smaller States, the Khanats of Kokan, Bokhara, and Khiva. It is a country of considerable natural wealth; and although its resources are far from being adequately developed, it offers a valuable market for hardware and cotton manufactures, which has hitherto been almost entirely monopolized by Russia.

Before examining the state of the trade between Russia and the countries of Central Asia, it may not be out of place here to give some account of the three principal Khanats engaged in that trade.

The Khanat of Kokan, which, from its proximity to the Russian frontier, is perhaps the best known, consists of the eastern portion of Independent Turan or Turkistan. It is separated on the north from Siberia by a barren steppe; on the west it is bounded by Khiva and Bokhara; on the south, by Kara-teghin, Darras, and Kunduz; and on the east, by Chinese Turkistan.

Kokan, as the link connecting Russia with the Kaysak steppe, with Western Mongolia, Chinese Turkistan, and Bokhara, would seem to have been destined by Nature to play a far greater part in the commerce of the East than it actually does.

The wretched manner in which the country is administered, the scanty wants of the inhabitants, and above all the bad roads, difficulty of transport, and high duties, are sufficient to account for the imperfect development of the natural resources of the country.

The celebrated Sīr-Daryā (Jaxartes), which flows for nearly its whole course through the Khanat, is said to be navigable from Kokan to the Sea of Aral, though, until of late years, the inhabitants scarcely ever made use of it, even to float timber. At present there are a considerable number of boats on the Sīr; these are generally flat-bottomed, pointed at each end, from 24 to 40 feet in length, with a depth of 1¾ to 4½ feet; they are built of pieces of willow or poplar, fastened together with iron, and will carry from six to twelve horses, or a weight of 40 cwt. to 80 cwt.

The passage across the Sīr at the ferry nearest the town of Kokan is thus described by a traveller, M. Wiljaminow-Sermow:—

"A flat barge, which is used for the purpose, is towed up the river by three or six horses, which are then fastened by their manes to the barge and driven into the river, across which they swim; and being carried down by the stream, they generally manage to land on the other side of the river nearly opposite the place from whence they started."

A great portion of the river is now in the possession of Russia, whose forts extend along it from the Sea of Aral to the longitude of Lake Tele-kul. Several Russian steamers and other vessels now navigate the Sīr, since 1853, when Russia advanced her claim on that river to a point a little below Asret (Turkistan), the first town in Kokan territory on the road from Siberia.

The banks of the Sīr are sandy and barren; but its waters, being diverted by canals, serve to render Kokan a fertile country, in spite of the great and continuous drought throughout the summer. All the other rivers of Kokan, and some of them are of considerable size, are tributaries to the Sīr; but several of them, wherever they flow through a flat and cultivated district, are so drained for the purposes of irrigation, that during the summer they cease to exist before they reach the Sīr-Daryā.

The summer heat, which begins in May and lasts till October, is so excessive that where Nature is left to itself not a vestige of vegetation remains, and nothing meets the eye but bare sand, and parched clay burst into deep cracks by the heat, the soil being so hot that the inhabitants are obliged to wear a kind of golosh of thick leather over their boots. Rain is almost unknown during the summer months, and yet notwithstanding these drawbacks the inhabitants, by a rudely-contrived but effectual system of irrigation, manage to raise from the unpromising soil every description of grain and fruit.

Perhaps the only part of Europe that would enable us by comparison to form some idea of the condition of this Khanat during the summer, is Spain; in the neighbourhood of Alicante, for instance, where rain is almost unknown, the water is either brackish or altogether wanting, and the country presents a similar barren and parched-up aspect; while at no great distance the country is converted into a garden by the judicious distribution of a mountain stream, or by smaller canals filled from a river which, by frequent "bleedings," is so exhausted that it either ceases to exist before reaching the sea, or does so in the form of an insignificant streamlet barely sufficient for the wants of the washerwomen who ply their trade in its dry bed.

All the towns and villages of Kokan are surrounded by gardens; the country is full of orchards, chiefly of apricots, which, with almonds, pistachios, and other dried fruits, form a considerable item of trade with Russia, and in no part of the East are melons and water-melons to be found in such perfection as in Kokan. Grapes of the same description as those grown in Turkey are very plentiful, and the Jews of Kokan produce from them a wine of a strong aromatic flavour.

The silk-worm is cultivated to a great extent, and the produce is so large that although great quantities of silk are exported to India, China, and Russia, a considerable amount remains every year in the hands of the merchants; it is, however, so carelessly prepared that the silk of Bokhara and Persia is preferred to it.

The cotton grown in Kokan is the "Gossypium herbaceum;" its staple is strong and elastic, but it is uneven, coarse, and difficult to clean, often much stained by the oil from the seed left in it, and easily spoilt in the transport. The cotton of Kokan is not only inferior to that of Bokhara and Khiva, but even to that of Persia, which is considered the worst in all Asia; and yet so great is the demand in Russia for cotton that the amount exported even of this inferior quality increases with every year.

Madder, which is produced in great quantities, is used in dyeing the coarse cotton goods of the country, and the surplus is exported to Kashgar and India.

Tobacco is grown throughout the Khanat: that raised at Namangan is considered the best; it is of a bright yellow colour, while that of Bokhara is almost white.

Throughout Turan the two-humped camel is in general use from its being better able to support the cold than the dromedary, which is used on the southern slopes of the Hindu-Kush. In Khiva, however, a large single-humped camel called "nar" is in great request. Many of the Kokan merchants keep camels of their own, but others hire them from the Kirghiz for the transport of their goods.

The camels employed in the caravans that cross the steppe to Russia carry loads varying from 640 to 720 lbs. Mules are also much used in the conveyance of merchandize; they carry heavier weights than the camel and travel faster, performing in thirteen and even in twelve days a distance which a camel only traverses in fifteen.

The sheep of the Kokan Kirghiz are of a large description, with heavy tails weighing from 20 to 40 lbs.; they require little or no tending, are satisfied with the scantiest food, support thirst for a long time, and follow without fatigue the tents of their wandering proprietors: their flesh is the favourite food of rich and poor, their milk and the cheese made from it takes the place of bread with a large portion of the population, and their skins form the winter garments of the people. The Kirghiz of Kokan keep also large flocks of goats, which in character are not unlike those of Thibet, with reddish grey hair of great length, under which is a beautiful white hair of the finest description, from which the inhabitants of Urütüpa manufacture shawls and scarfs as fine and as highly prized as those of Cashmere.

The mineral wealth of Kokan is very great, though from the ignorance of its inhabitants little benefit is derived from it. At the source of the Sīr-Daryā, and in the small streams that flow into it, gold is found in grains of considerable size. The River Cherchik, which rises in the Kender-Tagh and falls into the Sīr-Daryā, near

Tashkend, is particularly rich in gold, and the Governor of Tashkend, a portion of whose revenue is derived from this source, employs a very simple method for obtaining it. At certain spots in the river favourable for the purpose camels'-hair carpets are stretched and sunk across the river with the hairy side turned to the stream. The gold grains brought down by the current get entangled and hang in the hair of the carpets, which, after being kept for a certain time in the river, are taken out and dried, and when beaten produce a shower of gold.

In the Ala-Tagh, on the north of the Sīr-Daryā, two days' journey from Namangan, a very rich silver vein has been discovered. At a distance of four days' journey from the same place is a mine of lead containing a large proportion of silver.

Copper and iron are also found in Kokan, the latter in the mountains of Khojend and in the neighbourhood of Tashkend.

Very fine turquoises are procured near Isfara and in the neighbouring mountains inhabited by the Black Kirghiz. Emeralds, rubies, and topazes, as well lapis lazuli, are found in various parts of the Khanat. The cornelian of Kokan is also much valued throughout Central Asia.

The population of Kokan consists of various Turkish tribes. The Uzbeks extend from the Sīr-Daryā to the Hindu-Kush; the felt tents of the Kara-Kalpaks are scattered along both banks of the Sīr; the Kaysak-Kirghiz are found in considerable numbers in Tashkend and further north as far as the River Tchui; the Burnt or true Kirghiz inhabit the mountain chain Ala-Tagh, and extend southwards to the Billur, a spur of the Hindu-Kush; the Tājiks, a Persian tribe, the aborigines of the country, are a stationary and industrious, but dishonest race, speaking a peculiar and ancient dialect of the Persian language; they once held possession of the whole country from the Chinese frontier to the Caspian Sea and Persian Gulf, but were gradually driven by more warlike tribes to take shelter in the Billur-Tagh.

Besides these races a small number of Jews are found in the towns and villages, while in the larger towns Hindoos, Afghans, and other Asiatic traders are also met with. It is impossible to give anything like a correct statement of the amount of the population of Kokan, as no census has ever been taken in the Khanat, the taxes being levied on produce and not with reference to the population; but it is supposed to be, inclusive of the tax-paying Kirghiz, between 1,500,000 and 2,000,000.

The population is most dense in the Valley of Fergana, in Kuram, Kokan, Tashkend, and Namangan, and in the neighbourhood of Khojend and Urütüpa.

A Russian commercial traveller describes in the following terms the nature of the country, and the mode of travelling between Siberia and Tashkend:—

The road, he says, between Petropavlovsk, in the Government of Orenburg and Tashkend, is much frequented; with the exception of the pass across the Kara-Tagh, the passage of which occupies about thirty-six hours, the road is so flat that the journey might be performed in a tarantass (a Russian four-wheeled carriage). Goods, however, are always conveyed on camels.

After leaving Petropavlovsk the road runs for 500 versts to Akmotinski-Prikas, through the steppe inhabited by Kirghiz subject to Russia; thence to the River Sara-Su is a distance of 280 versts; till within 150 versts from that river good forage and water are to be found, but the next 250 versts are across a barren and desolate region, known by the ominous name of the Hunger Steppe (Golodnaja Stepj); wells, however, have been sunk along the road at every 40 or 50 versts, a day's journey. The caravans are provided with large water-skins, these are filled at starting; after travelling 20 or 25 versts the caravan halts, and tea is made for the whole party, the horses are watered, and the camels pick up what they can from the scanty herbage; after a couple of hours' rest the caravan starts again and reaches a well in the evening; thus the journey continues until the River Tchui is reached.

Eighty versts further over a deep sandy road is the Tashkend fort Susak, the water for which is conveyed by an aqueduct from the Kara-Tagh, which does also good service in irrigating the country. Seventeen versts from Susak begins the chain of the Kara-Tagh, through the defiles of which the caravans must pass. The distance from Susak to Asret (also called Turkistan) is 80 versts, the last 40 versts of the road being for the most part quite flat; the views on descending from the Kara-Tagh to the plain of Asret are very fine.

There is little water in the neighbourhood of Asret, for the Kirghiz who live near the mountains divert the streams to irrigate their corn fields, leaving the dwellers in the plain to do as they can without water: this is indeed a fertile cause of strife, for amongst the Turkistanis a fight for water is a fight for life; a sufficiency of water is to them the height of felicity, the want of it the acme of misery. In some places the uplands are irrigated from the low grounds in the following manner:—By the side of a mountain stream a canal is dug, the banks of which are increased gradually in height as it descends to the plain; when these earthworks approach the river a stone dam is built across the stream, below the spot at which it is intended that the canal should join the river: the water being stopped in its course by the dam, flows into the canal, the banks of which are so high that the water cannot overflow; it is thus forced uphill and fills the whole canal, from which the water can be let off at any point at which it may be required, thus insuring irrigation for the hill country as well as for the plain.

From Asret to Tashkend, the chief commercial town of the Khanat, is a distance of about 270 versts, through a cultivated country chiefly inhabited by nomadic Kirghiz.

Twelve versts from Tashkend the River Kaljas is crossed; beyond this are private gardens and fields intersected in every direction by canals.

The price of labour is so exceedingly low that notwithstanding the great number of these canals the expense of digging, embanking, and repairing them is very trifling. Much might be done to improve many parts of Russia by a similar system of irrigation, but the same amount of work, even when executed by serf labour, would in many cases be too expensive to insure a profitable return. It is almost impossible to conceive the extreme poverty of these Asiatics, and how little they require for their subsistence; they are wild, and ignorant, and fearfully oppressed, not knowing whether they will be allowed to keep the morsel of bread they have earned the day before, or whether it may not be snatched from them by the Bek or his subordinates.

The road for the last 4 versts runs between gardens. Tashkend is a purely Asiatic town, the streets are so crooked and so narrow that only one araba or cart can pass through them at a time; in the spring the mud is so deep that only horsemen can move about, and the horses have difficulty in dragging themselves out of what is little better than a bog. The town is built in a gully, and is crossed by two mountain streams, which meet in its centre, where they are diverted into a number of canals for the use of water and other mills. According to Weljaminoff-Sermow, Tashkend has 50,000 inhabitants, 11,000 houses, 310 mosques, 270 mills, 17 schools, and 11 baths.

The town of Kokan lies about 20 miles from the Sīr-Daryā, in a plain between the channels of two rivers which formerly fell into the Sīr, but are now exhausted by irrigation. The town is almost surrounded by these river beds, over which are stone bridges with towers, more for ornament than for defence; to the east and west of the town are large suburbs, with so many gardens and vineyards that it is difficult to say where the town ends and the country begins. The houses are of mud, though many of them have the appearance of stone from being ornamented with slabs of alabaster; they have flat roofs, and windows only looking into courtyards. The streets are as narrow and as filthy as those of Tashkend.

The town of Kokan, with a population of about 60,000 souls, has 360 mosques, and 12 "medressa" or schools, which are supported by a tax on the caravanserais, baths, and shops.

The principal school is said to have been intended to hold 1,000 scholars. Some of the students, not satisfied with the education they receive at Kokan, do not consider their studies to be complete until they have followed a further course of instruction at Bokhara or Samarcand.

The instruction afforded by these schools is confined to reading the works of the poets in the Arabian, Persian, and Turkish languages, to a knowledge of grammar and the rules of composition, and to the study of the Koran, history, and geography; as, however, the geography taught is that which was known to the early Persian writers, the students who travel must find a great contrast between the world as described in those ancient works and that with which they become acquainted.

There are six bazaars in Kokan in which a barter trade is carried on with goods from India, Thibet, Kashgar, Bokhara, Afghanistan, and Russia.

There are no manufactories at Kokan except a paper-mill and a powder manufactory; everything required by the natives is made at home. Nevertheless a certain amount of cotton and half-silk goods is produced by the private looms in the country, in return for which Kokan receives from Kashgar tea, porcelain, and Chinese silk stuffs; from Afghanistan, sugar; from Cashmere, shawls and spices; and European productions, especially Russian manufactures, by caravans from Bokhara and Russia.

The towns of Khojend, Marghilan, and Namangan are almost as large as Tashkend and the capital.

The taxes raised in the country throughout Kokan are levied in kind; a fifth of the produce of the soil belongs to the Khan. In the towns a tax is laid on houses, shops, and certain articles of produce, but in general a round sum is levied without reference to the inhabitants or their dwellings, the distribution and allotment of which is left to the citizens themselves.

The nomadic tribes are supposed to pay a tax of one head of cattle in forty, but the collection of this tax is attended with such abuses that it often costs the tributary Kirghiz a yearly loss of the twentieth part of their flocks. The tax levied on caravans is an import duty of 2½ per cent. *ad valorem* on goods belonging to Mahometans, and 5 per cent. *ad valorem* on property belonging to Christians, Jews, and Persians.

Besides these ordinary taxes, the Khan receives large sums from the Governors of the provinces and chief towns; when the Khan wishes to make a present to one of the dignitaries of his Court he sends him with an order to the Governor of a town or province, the Governor pays the sum mentioned in the order, and repays himself as he can at the cost of the inhabitants of his province. The Governor of Tashkend, who is the wealthiest officer of the Khanat, is the person most frequently selected by the Khan as his banker.

Equally oppressive to the Governors, or rather to the districts under their control, are the visits of the Khan, although these visits are intended and considered as marks of favour and distinction. The Khan on an occasion of this kind generally takes with him several of his wives, a numerous suite of courtiers, and from 3,000 to 4,000 troops; besides having to feed and lodge these numerous visitors, it is the duty of the host to make a suitable present to each guest according to his rank, not excepting a single member of the Khan's body-guard, each soldier receiving what is supposed to be a robe of honour, or its equivalent.

The visits of the Governors of the towns and provinces to the capital are attended by similar expenses, for no one who is desirous of retaining or strengthening his position can approach the Khan or his Court empty-handed. The Khan on his side shuts his eyes to any and every abuse on the part of the Governors that is not absolutely at variance with his own interests.

The standing army of Kokan is small, consisting of little more than the Khan's body-guard and the garrisons in the frontier forts.

When the Khan wages war against one of his neighbours, a kind of "landwehr" is raised from the Kirghiz of the Kipchak tribe, for the Kokanians as well as the Tājiks have the reputation of being arrant cowards. At the commencement of hostilities the troops receive clothing, boots and saddles, and one or two ducats per man; the officers receive from ten to twenty ducats for the duration of the war or campaign, that is to say, for six weeks or two months, no campaign ever lasting longer in Kokan, as by that time the provisions and the patience of the troops are equally exhausted.

The common soldier also receives a horse from the Khan if he has none of his own. The army consists solely of Cavalry, there being no Infantry as in the army of Bokhara. The troops are badly armed: if a soldier has a musket so much the better; if he has none it does not matter, provided he has a sword or a lance in its stead.

There are some few pieces of artillery in the town of Kokan, four or five guns, and some twenty jazails or falconets; these are carried on carts, to the axle of which the gun is fixed.

The army of Khiva is more numerous and better appointed than that of Kokan; in 1850 a so-called "regular battalion" was formed in Khiva after the European model with a sufficient number of cannon, but with very indifferent artillerymen; the Khivans are, however, capital rifle-shots. The regular battalion is only distinguished from the mixed mass of Khivan troops by red regimental jackets, which the soldiers scarcely ever wear, as they dress in whatever first comes to hand. With respect to the full number of the Khivan forces, eye-witnesses and travellers have asserted that the Khan can bring 25,000 horsemen into the field pretty well equipped, *i.e.*, with sword and spear, but as for muskets they can scarcely muster sufficient for 5,000 men.

The bravery of the Khivans, like that of all Asiatics, depends on the success of the first onset; but a single Congreve rocket would suffice to overthrow and scatter the entire Khivan army.

The Bokharian Regular troops make a much better appearance than the "Regular battalion" of Khiva. They are fully equipped with muskets and swords in belts, and are mostly recruited by Persians and Uzbeks. Drums, and an instrument resembling a fife, accompany the forces.

The Bokharian Artillery is an inseparable arm of the "Regular Battalion," and is about as well served as that of Khiva. The Bokharian troops have neither firmness nor courage, but a certain amount of dash and spirit, which, however, evaporates at the first reverse they may encounter. The campaigns of the Emir of Bokhara against Kokan, Shehr-i-sebz, Khiva, and Merv, during which his troops would be for months employed in making a breach in a mud wall, afford a sufficient idea of the tactics and strategical capacities of the military Chiefs of that country, and of the bravery of the troops.

The frontiers of Kokan are defined and protected by small forts with stationary garrisons, which serve the purpose of examining the caravans, and of keeping watch over and protecting them from the plundering propensities of some of the nomadic tribes.

Of these forts Ak-mesjid, on the Sīr-Daryā (now in the hands of the Russians, and called Fort Perowski), was erected to defend the frontier against Khiva; on the same river, about thirty-four miles from Ak-mesjid, is a small fort called Yané Kurgan, which was destroyed this year by the Russian force operating on the Sīr-Daryā; on the same river, 120 miles from Ak-mesjid, is the fort of Kumiss Kurgan. On the road from Siberia to Tashkend are the forts of Susak and Chalak-Kurgan; besides which the Government of Kokan has erected a fort on the River Tchui. According to the latest accounts a new fort is being constructed to protect Asret (Turkistan), at a distance of about eight versts from Yané-Kurgan, between the actual Sīr-Daryā and its ancient channel. The fort of Ketman-Tepé lies in the mountain chain Ala-Tagh, near Lake Issi-kul, sixteen days' journey from Namangan. Fort Kurtka is on the eastern spur of the Billur, about two days' journey from Kashgar. Jamassar, at the foot of the Kashgar-Daran, and close to the best pass across that mountain, protects the road to Karateghin; Urütüpa, Yami, and Sami are the chief forts on the frontier of Bokhara; and in the parallel of Khojend, Karachikum protects that frontier.

The Kokanians are passionately fond of sport; they have a fine breed of greyhounds, somewhat resembling those known in Persia under the name of "tazi."

The tiger and panther afford excellent sport to the Khan and his courtiers; bears are very numerous in the mountains, and as they commit great ravages in the corn-fields, an incessant war is waged against them by the natives.

Wolves and foxes of various kinds abound in the steppes, where the wild boar, the antelope, and the wild ass are also found in great numbers.

Several species of eagles, and every description of hawk and falcon, is to be found in the mountains; the latter, especially those from the steppes, are often used for hawking, and a well-trained falcon of the steppe will fetch an incredible price.

Wild swans, geese, and ducks are found in great numbers, as well as the partridge and quail; but the Kokanians are proudest of their pheasants, which are very large and of excellent flavour. Pheasant-shooting is a favourite amusement of the present Khan, who devotes himself to it for months together, with a suite numbering from 1,000 to 2,000 attendants.

Nightingales and other singing birds enliven the gardens of Kokan, and they are especially numerous in the glens of the Kashgar-Daran and the Ala-Tagh.

Exclusive of its commercial relations with Russia, Kokan trades with Western Mongolia, Chinese Turkistan, Karateghin, Bokhara, and Khiva.

1. To Western Mongolia caravans start from Tashkend to Kulja laden with gold, opium, and Russian manufactures, and they return with green and brick tea, common porcelain, and silks. Of late years a direct trade has been established between Russia and Kulja.

2. The trade with Chinese Mongolia is exclusively carried on between Kokan and Kashgar; horses are used for this purpose on account of the exceedingly mountainous character of the country; they are hardy and strong, and although the weight they carry generally is only 360 lbs., they are hired at the same rate as camels, for they indemnify the loss in weight by gain in time, travelling twice and even three times as fast as the camel. The price charged per horse from Kokan to

Kashgar is from 2 to 4 tilla (24*s.* to 48*s.*) according to circumstances. The journey is performed in from fourteen to twenty days, according to the season and the state of the roads. The exports from Kokan to Kashgar consist of Russian rod and bar iron, red leather, a cloth made from nettles, silk goods, opium, gold in specie and ingots, cotton and madder. The yearly imports from Kashgar to Kokan consist of 30,000 horse-loads of tea, green, brick tea, and tea of an inferior kind, called "aknirik," 200 horses laden with white felt cloth, 200 with alum, 50 with porcelain, and 50 with hardware.

3. The trade of Kokan with Karateghin is chiefly confined to the purchase of gold found in the sources of the Amu-Daryā (Oxus). The gold washing is carried on in June and July, after the melting of the snows; in favourable spots a workman can wash out from 3 to 4 zolotniks (7¼ to 9½ drachms), and in the worst localities about ⅛th zolotnik (1 scruple) per day. The gold is chiefly purchased by Indians and traders from Cabul, who dispose of it at Bokhara and Kokan, to which places it is generally sent in the autumn. At that time of the year the price of a zolotnik of gold at Kokan is 16½ tenga (tamgha), or about 10*s.*, when pure, and 8*s.* for gold dust. At other times the zolotnik is sold at 12*s.* for the first quality, and 10*s.* for gold dust.

The trade with Bokhara is carried on much more through Tashkend than through Kokan. The articles brought to the markets of Bokhara are Russian cast-iron, rice, tobacco, and silks, some of Chinese manufacture, and others the produce of Kokan. Large flocks of sheep are also driven to Bokhara from Tashkend.

In return, Bokhara supplies Kokan with dyes, drugs, and cotton and English cloths, which come through Herat. These, which are of the very worst quality, but quite in accordance with the Asiatic taste as regards colours and patterns, are imported on commission at from twelve to eighteen months. Besides these goods Kokan receives from Bokhara India hardware, and scarfs and turbans from Cabul.

From Tashkend caravans reach Bokhara in thirteen to fifteen days, the cost being 24*s.*, 30*s.*, to 33*s.* per camel. Goods from Tashkend to Kokan are transported on camels and horses, the rates being 7*s.* 2*d.* to 9*s.* per camel, and 6*s.* to 7*s.* 2*d.* per horse. The distance is performed in five, six, to seven days. The cost of carriage from Kokan to Bokhara is the same as that from Tashkend, viz., 30*s.* to 36*s.* per camel, and the journey is performed in twenty to twenty-two days.

Khiva supplies Bokhara with Russian hardware, cast-iron pots, and leather; also with raw silk and sesamum oil and seeds. In return Bokhara sends tobacco (to a very great extent), native cottons, dressed lamb-skins, furs, indigo, and green tea received from Kashgar. Bokhara is also the centre of a great trade in sheep, which are brought there by the Kirghiz in the middle of July; the traders from Shehr-i-sebz, Hissar, and other places, resort to Bokhara when the sheep-sales take place.

Goods are transported between Khiva and Bokhara at 12*s.* to 18*s.* per camel.

The Bokharian and Khivan camels travel the distance in ten or eleven days, but those of the Kirghiz employ fifteen days and more. On horseback, Bokhara may be reached from Khiva in four or five days; the Argamak horse will do it in three days.

Merchandize from Khiva to Bokhara is generally shipped at Urghianch (Urghenj) in boats, which ascend the Amu-Daryā (Oxus) as far as the neighbourhood of Char-juy, one day's journey from the Bokharian village of Kara-kul. The freight in such cases is 2*s.* 4*d.* per cwt.

The overland carriage from Khiva to Urghianch is effected at 7*d.* per camel.

The rate from Tashans to Khiva is 4*s.* 2*d.* per camel.

Vessels available for the transport of goods, as above referred to, are found on the Amu-Daryā (Oxus) from Kungrad as far as the small town of Char-juy, and, according to others, as far as the town of Tirmez (which is within a day's journey of Balkh). These boats carry about 80½ cwt., or 2 camels, about 15 passengers, and the burthens of 10 camels. It is said the Khivans have some boats which will carry 160 cwt.; they are always towed up by line.

There are seven places convenient for landing on the Amu-Daryā:—

1. Urghianch, a landing-place and station for all boats proceeding to Khiva from Kungrad, on the banks of the Amu at one day's voyage from Khiva and two days' from the Sea of Aral.
2. Uchuchak, a locality so-called.
3. Kukertli passage.
4. Centre of distance between Kukertli and Char-juy.

5. Karki village.
6. Kilif passage; and
7. Tirmez.

On the whole of this extent the Amu is clear of rapids, and runs almost in a straight line between high banks.

The Customs dues levied in Kokan are very heavy, but still more onerous is the necessity of making presents to the various officers attached to the Custom-house.

M. Weljaminow-Sermow gives the following account of the mode in which the caravans from Russia to Tashkend are examined and black-mailed on the frontier of Kokan:—

"As soon as the caravan approaches Asret (Turkistan), the first town in the jurisdiction of the Kush-beghi (or Governor) of Tashkend, it is met by an officer from the Custom-house of Turkistan, who makes out a list of the goods according to the statements of the merchants, and enters in his register each article and the name of the importer. After concluding his task he leaves five or six soldiers with the caravan; in the meantime a collection is made among the merchants, and the officer is presented with a sum varying from 8*l.* to 12*l.* sterling. The register is sent to the Kush-beghi, and the caravan is allowed to proceed.

"A few versts from Tashkend other Custom-house authorities appear, and at the distance of a verst from the town the caravan halts at a place appointed for the purpose, where each merchant unpacks his goods, after having verified each package with the register. When the caravan is a large and important one from the Irbit or Nijni-Novgorod fairs, the Governor himself, attended by his chief officers, honours the examination with his presence. The merchants again subscribe for a present to the Governor. which generally amounts to 50 tilla, or about 30*l.* A fresh registration of the goods is made by the Treasurer and Chief Collector, who also require to be paid for their trouble; otherwise the bales are opened and some pretext is found for levying a fine.

"The actual duty on the goods imported then has to be paid to the Collector, that is to say, 1 in 40 tilla by Mahometan merchants, and 1 in 20 tilla for the merchants of other creeds.

"But the most oppressive regulation of all is, that if after six months the merchant has not disposed of his goods, he must pay a duty on what he has not sold."

No export duties are exacted either in Bokhara, Khiva, or Kokan from the Russian traders who frequent those markets for the purchase of native produce; but on leaving with their caravans presents are made to the inferior officers of State. In Khiva it is customary to present the highest functionary of the Government with the following articles: two loaves of sugar (unrefined, each 4½ lbs. in weight), 3¾ yards of cloth of a price never above 3*s.* 10*d.* per yard, two penknives, and a bottle of rum or other spirit.

In Khiva duties are levied in money, at Tashkend in cloth and plush, and at Bokhara both in goods and specie.

With regard to Bokhara, the most extensive of the Central Asiatic markets, no special mercantile class can be said to exist there, for every Bokharian is a trader, or rather small dealer, continually occupied in buying or selling anything at hand; and this trading spirit is participated in, if not surpassed, by the mercantile propensities of the Shakarpuritses, a numerous people in Bokhara, described as roaming about the country and toiling a lifetime in search of a livelihood, or scraping together a little money by deception, fraud, and various expedients, with the view of ultimately being able to purchase a wife.

Bokhara has, however, some capitalists, who devote themselves exclusively to commercial transactions, and these are chiefly the ministers and nobles of Bokhara, the relations of the Emir, if not the Emir himself, who, however, has sufficient administrative sagacity to conceal the mercantile nature of his financial operations, and to participate secretly in the trade with Russia through some chosen Agents. The Emir stimulates trade by furnishing his subjects with money to the extent of 60*l.*, 120*l.*, and even 300*l.*; in some cases he will advance as much as 600*l.*

The Agent on receiving this advance, in money or in goods, hires camels, and proceeds to Russia with a selection of native produce, which he there barters for Russian manufactures; and on returning to Bokhara, discharges his debt to the Emir, either in cash or in merchandize, sometimes without gaining a farthing, and frequently a loser by a balance paid out of his own purse.

The object of a speculator of this class is not the development of commerce, nor even a profitable return on his operations, but merely the attainment of a position in the Government of the country which should enable him to make good all his losses with interest by robbing the people over whom he aspires to be placed. The profits and revenue which he thus derives are shared with the Emir and his courtiers.

But the Emir is not content with these contributions alone: on the strength of Eastern notions of right he will often confiscate the property of the subject whose riches may have aroused his jealousy or cupidity, or levy a contribution on all traders without distinction. It is thus that about the year 1851 he imposed on the traders of Bokhara, alone, a levy of 24,000*l.*, which was forthwith paid into his exchequer. Similar imposts are sometimes made in rapid succession, and occur yearly.

M. G. Gens, formerly President of the Orenburg Frontier Commission, speaks as follows of the Bokharian traders:—

"The Bokharians who visit Russia are mostly clerks trading on the credit of capitalists, who scarcely ever leave Bokhara. This credit, affording considerable profit to the capitalist, is very supportable to the borrower, and is much more advantageous than any European advance, for the trader obtains the goods on credit at the market price, paying 30 per cent. for the accommodation.

"There is another class of traders in Bokhara, clerks, who are in a measure commission agents. Although they likewise obtain their goods at their market value, yet they are not required to pay 30 per cent. on the advance, but share the profits equally with their employers. Repayment of these advances is only made when the trader returns from Russia, and after the sale of the goods which he brings to Bokhara in exchange.

"Owing to this circumstance alone, the Asiatics who trade with Russia have all possible facilities for keeping up the prices of their commodities.

"Another class of clerks in Bokhara form a kind of association of five to ten persons, who obtain goods on credit and stand security for each other.

"Some rich Jews also lend considerable sums of money to Indians, Kokanians, Bokharians, Uzbeks, and Tartars; but they refuse advances to Tajiks, and even decline selling them anything except for cash. The Tajiks are dishonest, they generally repudiate a debt, and strive by every means to postpone a settlement; they even distrust one another, and will sooner give a foreigner credit than one of their own countrymen."

The remarks made with regard to the population of Bokhara are with equal justice applicable to Khiva and Kokan, with this difference—that the latter territories exceed Bokhara in the greater lawlessness of their rulers, and the greater falsity and rudeness of their inhabitants, while both classes are inferior to those of Bokhara in moral culture and mode of life.

To the inexperienced eye Khiva has the appearance of a desolate region in a condition bordering on downright poverty. The result of all the reforms introduced into Khiva during the last century consists in the fact that the people are beginning to demand durable, and consequently dear, goods, and calicoes of the newest patterns, and in their knowing better than formerly the value of Russian gold.

The poorer Khivans live in mud huts, the rich in small cabins built against each other, and fashioned rudely of lumps of clay over a few thin boards. The furniture of the interior consists of thin felts among the poor, and of carpets with the rich, spread on the clay floor; of a box to contain their wearing apparel; of niches with crockery supplying the place of cupboards; and, lastly, of a cauldron placed in the centre of the dwelling, which is in consequence filled with a suffocating smoke, the escape of the latter being only provided for by an aperture in the flat roof. Neither window-frames, glass windows, nor doors or hinges are ever to be found in a Khivan house.

All the riches of a Khivan consist in a field in which he cultivates cotton, sesamum, rice, wheat, and barley; in a bed of melons, and lastly, in a small garden, where he grows grapes, apples, plums, and apricots. What a Khivan most prides himself upon is a good horse richly caparisoned.

The houses of Bokhara are incomparably better than those of Khiva, and the town possesses some buildings several stories in height, with rooms ornamented with lapis lazuli, and sometimes with gold. But even in Bokhara, doors, frames, and glass are rarities, being only found in the residence of the Emir or some rich man. The houses, like those of Kokan, are never built looking into the streets, which are narrow and crooked, but always in the centre of a court surrounded by high walls.

The dress of the Khivans consist of a long shirt of "biaz," a native cotton fabric, reaching below the knee; trousers of the same material, fastened round the waist by a tape, long pointed boots, and a high-peaked cap, a girdle of wool and silk round the waist, and one, two, and even three khil'ats, or long robes of cotton-stuff containing, sometimes, an admixture of silk.

The dress of the Bokharians and Kokanians is the same as that of the Khivans, with the exception of the sheep-skin cap, which is replaced by a turban and low skull-cap, worn pointed by the Bokharians and round by the Kokanians.

The two latter wear khil'ats of a mixture of silk, whilst the khil'at of the Khivan is entirely of cotton. The Khivans prefer green and dark colours, the Bokharians and Kokanians gay, light, and striped stuffs.

Such then, are the people with whom Russia has for a long time cultivated a profitable intercourse. Their poverty and scanty wants have hitherto prohibited the introduction of manufactures of a better class, promoting in a measure the success of Russian productions, by demanding cheap and inferior articles. It appears, however, as in the case of the Khivans, that the natural consequence of improved civilization and increased wealth derived from the trade with Russia, is the creation of a demand for costlier and more durable manufactures such as England can supply.

The principal roads centering at Bokhara are shown in the following itineraries compiled by M. Nebolsin:—

I. *Khiva to Bokhara.*

Khiva to Hezar-asp, or Khizarist	2	days' journey, about	48 miles.
Kukertli passage over the Amu	2	„	48 „
Uchuchak	1	„	23 „
Shor-bulak wells	2	„	47 „
Agrabad wells	1	„	21 „
Char-guchi village	2	„	27 „
Bokhara	1	„	10 „
Total	11	„	224 „

II. *Route from Bokhara to Khiva.*

Bokhara to Chargushi, over a steppe, good wells	1	day about	10 miles.
Char-gushi, through Bishitup (no water, forage bad) to Agrabad, a well surrounded by a brick wall, water and forage bad	2	„	27 „
Shor-bulak, well of bitter water	1	„	21 „
Uchuchak on the Amu	2	„	47 „
Kukertli passage	1	„	23 „
	7	„	128 „

Two roads lead from Kukertli—

1. | | | | |
   |---|---|---|---|
   | Direct to Urghenj | 4 | days, | 96 miles. |
   | Urghenj to Khiva | 1 | „ | 16 „ |
   | To Khiva | 12 | „ | 240 „ |

2. | | | | |
   |---|---|---|---|
   | Kukertli to Hezar-asp, or Khizarist | 2 | „ | 48 „ |
   | Hezar-asp, or Khizarist, to Khiva | 2 | „ | 48 „ |
   | | 11 | „ | 224 „ |

III. *Bokhara to Merv.*

	Miles.
Karakul	50
Amu, bank of	30
Charjuy (Charjooee)	4
Ishk-Rubat, well	40
Niza-sheker, well	56
Merv (Maru, or Shah-Jihan)	47
Total	227

IV. *Bokhara to Samarkand.*

	Days by caravan.
Vafkend (Hijuvan $\frac{1}{3}$ mile off the road)	1
Miankal tumulus or Jau-Kurgan	$1\frac{1}{2}$
Katirchi ($\frac{2}{3}$ mile off the road and Kermina fort 4 miles)	$1\frac{1}{2}$
Penjshanbih	1
Mitan (Kiatta-Kurgan fort 13 miles off the road, and the Jau-Kurgan of Samarkand 10 miles off the road)	$1\frac{1}{2}$
Chiliak-bazar (Chuluk)	$\frac{1}{2}$
Samarkand	1
Total days	8

(Caravans often reach in 6 or 5 days.)

Another route to Samarkand:—

	Miles.
Bokhara to Baha'u-'d-din	6·32
Van-gazi, or Uangazy village	21·37
Mialik ruins	23·33
Kerminé fortification	11
Kosh-Auk (Hush Hong village)	9·63
Ziya'u-'d-din (Ziarndin) fortification	12·85
Mirdan village	13·61
Kiatti-Kurgan fortification	18·95
Zavavat or Zavarat fortification	23·76
Samarkand	20·93
Total	161·75

Transit from Bokhara to Samarkand 3*s*. to 4*s*. 9*d*. per camel.

V. *Bokhara to Chodjend.*

	Days.	
Bokhara to Samarkand	5	
Jizakh (Dizzikh)	2½	(1 day on horseback)
Zamin (only 10 hours' distant)	1½	
Siom	1	
Urütüpa (Uratuppa)	2	
Khojend	1	
Total	13	(on horseback 7 days).

VI. *Bokhara to Tashkend.*

	Miles.
Bokhara to Hijuvan (Azduvan)	36
Hishti (Ghechti)	10
Yansh-Kurgan fortress	20
Katirchi	31
Penjshanbih town	30
Karabalyk, a Kirghiz village	35
Yanghi-Kurgan fortifications	28
Jizakh, town	14
Ush-Tabia	5½
Mirza Rovat or Robat	17
Kumsakh, well	49
Chinas	30
Tashkend	44½
Total from Bokhara to Tashkend	350

VII. *Bokhara to Tashkend through Samarkand and Kokan.*

	Miles.
Bokhara to Samarkand	162
Yanghi-Kurgan	25
Jizak	14
Zamin	30½
Urütüpa	39
Khojend	25
Makhriam	23
Bish-Aryk	16
Kokan	16*
Shaidan	37¼
Tiu-Tiupia	33
Tashkend	16
Total	474

The distance by this route from Bokhara to Kokan is about 350 miles; but there is another road which branches off from Jisakh to Rovat (50 miles), and Yam (27 miles), and rejoins the above route at Urütüpa, 39 miles from Yam. The distance by this latter road is about 410 miles, and is made by caravans in 20 days.

Native Currency.—The coinage of Central Asia has no fixed standard or weight, and therefore no fixed value; it circulates at an arbitrary value imposed by the Khan who issues it. The native coins are as follows:—

Bokhara:—Tilla, a gold coin 69, 69½, 70, 70½ grains apothecaries' weight; sometimes of good metal, but often with a considerable admixture of alloy. It is generally taken at 4 silver roubles, or about 12*s*.;

Tianga, a silver coin, 50 grains apothecaries' weight; of these, 19, 20, and 21, go to the tilla: it is therefore equal to about 7⅕*d*.;

Pul, a copper coin, 65, 67, and 70 grains apothecaries' weight; 44 puls make a tianga.

Kokan:—Tilla, a gold coin valued in Russia at 4 roubles, or 12*s*.;

Tianga, a silver coin of about 51 grains apothecaries' weight, but not always of the same weight; taken by the Russians at 7⅕*d*. to 7½*d*.; 20 tiangas are equal to 1 tilla;

Pul, a copper coin of the same weight as the pul of Bokhara; 24, and sometimes 25, are reckoned to a tianga.

Khiva:—Tilla, the same as that of Bokhara and Kokan, with more or less alloy. It is taken by the Russian traders at 3·43 roubles (10*s*. 3¼*d*.) to 3·50 roubles (10*s*. 6*d*.), and is sometimes valued at 4·30 roubles (12*s*. 10¾*d*.);

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* To Kokan 350 miles.

Tianga, a silver coin, 16 to a tilla;

Sickerick (se-charyek), a fictitious coin equal to $\frac{3}{4}$ of a tilla, or 12 tiangas;

Pul, a copper coin, 640, 672, and even 720 to a tilla; each tianga containing 40 or 42, and when of impure metal 45 puls.

The gold and silver coins are manufactured by hand process. The circular pieces are produced with a peculiar cutter, their value being afterwards stamped with a hammer; the edges are notched in a zigzag manner.

The copper coins are merely small metal plates of copper or brass, four-cornered in shape, with the angles rounded off; they sometimes bear a stamp, but are frequently without any inscription whatever.

Having thus noticed the conditions upon which the trade of the principal Khanats of Central Asia is carried on between each other, it will now be advisable to proceed to the examination of the trade of those countries with Russia.

This trade is carried on from the Province of Orenburg with the nomadic Kirghiz beyond the frontier, as well as with the States of Central Asia and the Chinese town of Tchougoutchak.

Up to the year 1743, the barter trade was carried on in the fortress of Orsk. By an Ukase dated 26th August of that year it was transferred to Orenburg, which has thus become the principal centre of commerce with the Kirghiz of the Little Horde, the Khivans, the Bokharians, and others; but as some of these tribes, such as the Kirghiz of the Central Horde, the Tashkendians, the Kashgarians, and the inhabitants of Little Bokhara are unable to frequent the market of Orenburg on account of its distance, another market has been opened on the line of the Ouy, in the Fortress of Troitsk.

From the first moment of the opening of this trade at Orenburg, the Asiatics, attracted by the pecuniary advantages it offered them, flocked to it in great numbers, notwithstanding the difficult and even dangerous journey across the steppes. The Kirghiz, on their side, also attended these new markets, and gladly exchanged horses and cattle for objects which they formerly obtained from Bokhara.

Some Russian merchants, not satisfied with the barter trade carried on at Orenburg, began themselves to frequent the markets of Central Asia.

The first attempt of this kind was made in 1750. An Envoy of Khiva, named Chir-Bek (Shir-Bek?), who had come to Orenburg and was returning to his country, was entrusted by a Tartar with a small caravan conveying 3,000 roubles' worth of goods. This caravan having proved a successful speculation, a second was dispatched by the same merchant with 5,000 roubles' worth of merchandise, and orders to proceed to Bokhara, Balkh, Badakhshan, and, if possible, to Cabul, in order to ascertain the practicability of sending small caravans every year to India.

This trade at the present time is in the hands of three merchants of Orenburg, Messrs. Deirff, Pontoloff, and Miakintroff, who send their merchandise to the extreme parts of the Kirghiz steppes, to Bokhara, and Khiva.

Both Orenburg and Troitsk contain extensive bazaars for the purpose of trade, which are divided respectively into Russian, Bokharian, and Kirghiz quarters.

The caravan trade with Orenburg is carried on from the middle of June to November, and with Troitsk all the year round, but particularly in May and November.

Camels are employed in all these caravans. The first caravan starts from Bokhara immediately after the vernal equinox, and sometimes even before that time. The Kirghiz hired for the conveyance of merchandise, wander about the steppes till the period fixed for their rendezvous on the Sīr-Daryā. The departure of the first caravan is so arranged as to reach the Sīr when it is still frozen over, so that the passage may be made without the aid of the Khivans. This caravan always goes to Troitsk. The second caravan, which starts a month later, is longer on the road, as the camels are generally weak in the spring.

The Kirghiz travel as far as the Sīr by short stages, stopping wherever good pasturage is to be found for the camels. The merchants leave Bokhara some time after the caravan has left, and rejoin some detachment of it. The second caravan generally goes to Orenburg, but some of the Kirghiz detach themselves from it and go to Orsk. The last and largest of the caravans starts about the middle and end of May, and travels pretty quickly to the Russian frontier.

The caravans which leave Russia start about the middle of September to the middle of November. The first that leaves is that from Troitsk with articles in iron, purchased in the Province of Orenburg; consequently the fair of Nijni Novgorod, which keeps back the other merchants, has no effect upon this caravan: it starts earlier also with the view of disposing of those articles in the market of Bokhara before the arrival from Nijni Novgorod of cheaper articles of the same nature.

Several small Tartar caravans also leave Orsk about this time.

The great caravan from Orsk leaves simultaneously with that from Orenburg in the first half of November. While travelling across the steppes these two caravans separate on account of the difficulty of obtaining fuel, but as soon as they reach that portion of the steppe where the "yaksaul" (brushwood, *lit.* "fuel") abounds they reunite. This caravan travels very slowly.

The principal articles of importation into Russia are cotton, dried fruits, rice, dyed silk, indigo, bez (a native cotton cloth) dyed and undyed, khil'ats, or dressing-gowns of silk or half-silk, silk girdles, turquoises, shawls, and furs. Of these, cotton is the most important, and the extent of the trade with Bokhara is measured by the importation of that article.

In exchange for these products, the manufacturers of Russia supply Central Asia, chiefly through Bokhara, with calicoes, printed cottons and muslins, some silks, woollen cloths and cloth of gold and silver, as well as with furs and some metals, especially cast and wrought iron.

About 5,000 or 6,000 camels are engaged in this trade from Bokhara, each carrying a weight of from 18 to 20 poods, the average value of a camel load being about 60 ducats. The value of the export trade from Bokhara is from 3,500,000 to 4,000,000 silver roubles.

The Bokharians and the Khivans after having settled their business at Orenburg return home towards the middle of September, while the Tashkendians and Bokharians engaged in the barter trade at Troitsk start home in the month of October; they are replaced by the caravans of the Tartar merchants of Troitsk bringing teas from the Chinese town of Tchougoutchak across the Kirghiz steppes. The opening of this trade is due to the enterprise of the Tartars of Troitsk. Formerly teas were exported from Russia into Central Asia. The first attempt at this direct trade was made in 1844: the caravan consisted of 70 camels, each conveying 560 lbs., of 15 horses, and 12 persons; it was completely successful, and since that time the Company engaged in this trade have greatly increased their purchases of tea. The facility of travelling on this line, and the cheapness of the transport (only 10 roubles, or 30*s.*, per camel there and back), a distance of 3,800 versts, encouraged the Tartars to continue their trade with the town of Tchougoutchak, which in time might have become a second Kiachta for Russia. There is, however, great reason to believe that the opening of the Russian market to sea-borne tea will greatly diminish, if it does not altogether destroy, the overland tea trade.

Russian caravans reach Bokhara from Orenburg in fifty-five, sixty, or sixty-five days; from the fortress of Orsk the journey is made in forty to fifty days; and from Troitsk in fifty, fifty-five, to sixty days. In winter they travel more slowly; but caravans have been known to reach Bokhara from Orsk in thirty-two days, and the distance from Troitsk may be made in the same time if all delay on the road be avoided.

It would be useless to inquire here with any great minuteness into the cost and means of transit through Russia, for the observations and quotations of prices in the course of this paper will show how far the cost of Russian manufactures is enhanced by land carriage over enormous distances; but the following data will afford a general idea of the expense at which Russia now transports her produce.

Cost of carriage from Moscow to Kazan:—

	s.	*d.*		*s.*	*d.*	
In winter	3	9	to	4	8	per cwt.
In summer (by land)	7	4		9	4	„
„ (by water)	3	9		4	8	„

Cost of carriage from Nijni Novgorod to Kazan:—

	s.	*d.*		*s.*	*d.*	
In summer (by land)	2	4	to	2	9	per cwt.
„ (by water)	0	11		1	2	

No goods are sent in winter from Nijni Novgorod to Kazan; from Kazan, however, to Nijni Novgorod the cost of transport is only 7¾*d.* to 10*d.* per cwt.

The cost of carriage from Nijni Novgorod to Orenburg is 5*s.* 6*d.* per cwt. Hence wo Bokhara camels are employed at 30*s.* each, or at about 5*s.* 6*d.* per cwt. The entire ost of the transport from the fair of Nijni Novgorod to Bokhara will, therefore, be bout 11*s.* per cwt.

The distance from Kazan to Petropavlovsk is about 1,000 miles, and the cost f transport 9*s.* 4*d.* in summer, and 7*s.* 4*d.* to 8*s.* 4*d.* in winter.

From Kazan to Semipalatinsk, a distance of 1,800 miles, goods are conveyed at 6*s.* 9*d.* to 18*s.* 8*d.* per cwt.

The following equivalents have been used throughout this paper in translating Russian values :—

Rouble ..	.. equal to	3*s.* 6*d.*	Arshin ..	.. equal to	0·778 yard.
Pud (or Pood)	.. „	36·113 lbs.	Vershok .	.. „	1·750 inch.
Pound ..	.. „	0·903 „			

Exportations from Russia into Central Asia.

Exportation of Russian metals and hardware.—In a country the mineral esources of which remain unexplored the demand for foreign metals and hardware nust naturally be considerable. As articles of absolute necessity throughout entral Asia they form an item of great importance in Russian exports.

If we exclude gold and silver, the exportations under this head rank in importnce next to cotton manufactures ; but taking the precious metals into account, we ind that the demand for metals and hardware forms very little less than half the otal amount of exportations from Russia to Central Asia. The exportation of old and silver is a remarkable feature in the trade deserving of special attention.

The following are the conditions in which Central Asia demands the metals of ussia :—

Copper, red, in blocks ; brass manufactured, copper-wire.
Iron, manufactured in scrap bars and sheets.
Steel, and manufactures in steel.
Tin, spelter ; quicksilver.
Gold and silver lace and brocade.
Specie.

Copper.—Copper is in great demand at Bokhara, and is principally supplied y the Troitsk works. Most the purchases of copper and brass are made by ontract, for cash, in the Governments of Orenburg and Perm ; some, however, are nade at the fair of Nijni Novgorod. The copper in greatest request is red in locks ; red copper is not exported in any other form.

Brass is generally sent manufactured in articles, such as tea-urns, pitchers, asins (resembling English milk-pans), round trays of all sizes, cauldrons in small uantities, and sundry other articles for domestic use ; the least important items re brass in wire and in sheets. The Perm copper and the Laval and Pashkof opper of the Government of Orenburg fetch the highest prices, being of the best uality.

The price of copper varies according to the place where it is purchased, and he distance over which it has to be carried. At Orenburg red copper is sold at 9*s.* 10*d.* to 93*s.* 4*d.* per cwt. ; and at Troitsk, the point nearest to where it is aised, at 65*s.* 4*d.* to 74*s.* 8*d.* per cwt. ; at Nijni Novgorod fair its price increases 93*s.* 4*d.* and 96*s.* 2*d.* per cwt.

Red copper fetches the following average prices in Central Asia :—Bokhara, 3*s.* 4*d.* per cwt., or 10*d.* per lb. ; Tashkend, 24*l.* per camel (about 650 lbs.), from *d.* to 10*d.* per lb. ; Khiva, 6*l.* 10*s.* 8*d.* to 7*l.* 18*s.* 8*d.* per cwt., or 1*s.* 2*d.* to 1*s.* 5*d.* er lb. It is wrapped in mats and thin felts to prevent the packages from chafing he backs of the camels.

The quantity of copper exported from the Orenburg line of frontier between he years 1840 and 1850 was as follows :—

	Tons.	Declared Value. £
Bokhara..	557·03	45,776
Khiva	21·10	1,856
Tashkend	24·19	2,043
Total	603·12	49,675

The following proportion was exported in a manufactured state :—Bokhara, 6 tons ; Khiva, 14 tons.

According to M. Tegoborski, Russia produces 5,625 tons of copper annually, of a value of 472,500*l.*, calculated at an average price of 84*s.* per cwt.; and its manufacture adds 750,000*l.* to the national wealth after deducting one-third from the gross produce for the metal.

The total value of copper consumed in Russia is 337,500*l.*; the remainder, or 135,000*l.*, is exported. The number of individuals to whom copper gives employment is between 7,000 and 8,000.

Iron.—Iron in Russia is protected by high duties, although it is raised more cheaply than in other countries, Belgium excepted. The reason why Russian iron cannot compete with foreign in cheapness is referable to the geographical situation of the principal iron mines, the cost of transporting so heavy a material in the absence of railways, and also the unfavourable conditions under which the inland iron trade is conducted with regard to contracts and terms of sale. In the absence of cheap coal the mines can only be worked in the vicinity of forests, the necessity of preserving which circumscribes mining operations in Russia generally.

Nijni Novgorod is the principal market for the Uralian iron, and as that province has a direct river communication with the iron works of Perm and Orenburg, iron is cheaper there than in provinces more distant.

The iron mines of Russia are granted by the Crown in sets, with tracts of forest proportionate to the importance of the mine. A population is likewise attached to the mines equal to the labour of working them; for this labour the lessee pays but little in proportion to the price of foreign labour, viz., a miner only costs him 5½*d.* per diem, maintenance included.

The pay of the miner is only 1¾*d.* per day; the extra cost to the lessee includes the expense of building churches, schools, and hospitals for the miners, also the capitation and recruiting taxes which the Government levies. With such advantages, therefore, both with regard to labour and to fuel, Russia must naturally produce iron cheaper than other countries.

The iron supplied to Central Asia is principally bought at the fairs of Nijni Novgorod and Bugulium, and in winter at the fair of Meurel from the agents of the ironworks, but chiefly by contract. The unmanufactured iron is exported in bars and cut, packed in bales, half of each description. A very inconsiderable quantity of sheet iron is demanded; hoop iron is not exported. Rod and bar iron is purchased in Troitsk at from 7*s.* to 8*s.* 3½*d.* per cwt., and at Orenburg from 9*s.* 4*d.* to 10*s.* 7½*d.* per cwt. The price of scrap iron, only sent in very small quantities, is between 4*s.* 1¾*d.* and 5*s.* 6*d.* per cwt. For convenience in carriage a bale of iron contains four bundles, each 144 lbs. or rather more in weight.

Iron in a manufactured state is chiefly exported in the shape of jugs, locks, staples, knives, trays, and other small articles.

Russian iron has always found a ready market at Bokhara; rod iron at 23*s.* 4*d.* per cwt., and bar iron at 18*s.* 8*d.* per cwt., sometimes higher, never lower. In Tashkend iron sells at 84*s.* and 96*s.* per camel load (or about 650 lbs.); at Khiva, being priced according to description, it sells at from 18*s.* 8*d.* to 24*s.* 2*d.* per cwt. for bar iron, and from 23*s.* 4*d.* to 32*s.* 8*d.* for rod iron.

The quantity of wrought iron, manufactured and otherwise, exported between 1840 and 1850, amounted in value to 68,820*l.*

Cast-iron.—Cast-iron is only exported in a manufactured state. The price of cast-iron is from 7*s.* 11*d.* to 10*s.* 3*d.* per cwt.; cauldrons are cheaper, but pitchers fetch a rather higher price. Through second hands cast-iron may be purchased at from 11*s.* 2*d.* to 14*s.* per cwt. At the place of production, according to M. Tegoborski, the price of cast-iron is 2*s.* 9*d.* per cwt.

Steel.—The steel exported to Central Asia comes exclusively from the fair o Nijni Novgorod; it is entirely of Russian production, and its average price betwee 1840 and 1850, as declared by the exporters, was 14*s.* 6*d.* per cwt.

There is but little fluctuation in the price of steel at the several markets o Central Asia, where it sells as follows:—Bokhara 28*s.* per cwt., Tashkend 28*s.* pe cwt., Khiva from 28*s.* to 32*s.* 8*d.* per cwt.

Manufactures in steel, such as needles, penknives, large clasp knives, razors scissors, and carpenters' and joiners' tools, are exported in considerable quantitie The price of iron or steel affects these articles but little, the cost depending chiefl on the labour bestowed in their manufacture. Cutlery has made rapid strides i Russia, and that produced in the villages of Pavloff and Vorsma, in the Govern ment of Nijni Novgorod, is not inferior to the cutlery of the rest of Europe.

Very little English steel is now used; the cutlery for Central Asia is prepare for the market with the usual view of cheapness, and the iron employed is necessarily nferior. Toula has often been compared to Sheffield, but the hardware of Pavloff and Vorsma is now superior to that of Toula. There are good cutlery works in the Government of Riazan, but they produce 20 per cent. dearer than those of Pavloff or Vorsma, which pursue to a greater extent the system of dividing labour.

Razors and *Knives* are exported in considerable quantities to Bokhara, Khiva, and Tashkend. The razors are generally bought up at Nijni Novgorod fair at 2s. 6d. the dozen, or about 5d. the pair. Razors of a better description are purchased at 3s. 6d. the dozen, but 5s. 1d. the dozen is the highest price ever given. The razors of Russia do not approach the English in quality.

Knives are articles of ornament as well as of use in Central Asia. The knives exported are never higher than 4½d. each; the ordinary price of a two-blade double-edged knife being 1¾d., or 1s. 7¾d., 1s. 8½d., 1s. 9½d., and 2s. 1d. per dozen. Most of these knives are purchased wholesale at the works at the low rate of 1d. each; but cheap as this may appear it is still more surprising that Sheffield should be able, according to Mr. Jackson, to supply customers in India at the same rate.* The temper of English knives must always be superior to that of the cheap articles manufactured in Russia out of the commonest iron, although from the cheapness of labour it may be comparatively better finished.

M. Nebolsin admits that these knives are scarcely adapted to any use at home, and only sell because they are cheap and suffice at present for the humble requirements of the Asiatic, who uses his knife as a clasp fork. It is stated that Russian hardware penetrates into India, over the Himalayas, and by way of Cabul. As England can produce hardware as well and as cheaply as Russia, our manufacturers might study with advantage the extensive markets which they may obtain in Central Asia.

Needles.—Immense quantities of needles are yearly exported to Central Asia; they are principally manufactured in the Government of Riazan, and are sold at the fair of Nijni Novgorod in packets of 4,000; some descriptions contain a less number. M. Tegoborski says the higher qualities cannot compete with the English. The ordinary sewing needles are divided into six sorts—the best, and Nos. 1 to 5: the ast three numbers are purchased at Nijni Novgorod at 9s., 9s. 1d., and 9s. 2d. per thousand; No. 2 at 9s. 5d.; No. 1 at 9s. 7½d.; and the best at 9s. 10¼d. A slight per-centage is added if bought on credit. In the Khanat nearest to Russia needles sell at 18s. and 21s. per packet, occasionally at double those prices.

In 1849 fifty tons of needles were exported to Bokhara through Orenburg. The Bokharian traders are said to dispose of considerable quantities in Cabul.

Various other metals, purchased at the fair of Nijni Novgorod, were exported in the following quantities between 1840 and 1850:—

Tin, 48 tons; spelter, 20 tons; quicksilver, 1 cwt. (to Bokhara).

At Orenburg, the average prices were—

Tin	74s. 8d. to 93s. 4d. per cwt.
Spelter	28s. to 32s. 8d. per cwt.
Quicksilver	9l. 6s. 8d., 11l. 13s. 4d., to 14l. per cwt.

In Central Asia these metals sold as follows:—

	Tin.		Spelter.	Quicksilver.	
	Per cwt.		Per cwt.	Per cwt.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bokhara	4 13 4		3 14 8	18 13 4	
Tashkend	5 12 0		5 12 0		
Khiva	5 12 0 to	7 0 0	.. .. ..	20 1 4 to	26 12 0

Spun gold, tinsel, spangles, wire ribbon, and stuffs interwoven with gold and silver thread, are only exported to Bokhara in very inconsiderable quantities. The total for this class of goods amounted only to 330l. for the ten years.

The limited nature of these exports is referable to the poverty of the people; the danger they run of being despoiled and ruined on presenting any appearance of opulence; and in great part to the successful competition of Persian and Indian stuffs. Brocades, and stuffs embroidered in gold and silver, are manufactured at Moscow; they are quite equal to those of Europe, both in price and quality. The brocades exported to Central Asia are brought in pieces 18⅓ to 23⅓ yards in length, with a breadth of 14 to 15¾ inches. Brocades in Russia are 15s., 16s. 6d., and 18s.

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* Report of Select Committee on Colonization and Settlement in India, April 1859.

per piece, but the usual price of those exported is 9*s*. 9*d*., or about 6*d*. per yard. The higher description of brocades, of 36*s*. to 45*s*. per piece, are seldom exported, and only by the yard; they are sometimes ordered by the Chiefs and superior functionaries of Bokhara, Khiva, and Kokan. The latter kind of brocade sells at 60*s*. per piece of $3\frac{1}{9}$ yards, that being the length in which it is invariably required; common brocades fetch 18*s*. to 24*s*. per piece of similar length.

Spangle sells in Central Asia at 17*l*. 14*s*. 8*d*. to 21*l*. 9*s*. 4*d*. per cwt., after being purchased in Russia at 7*l*. 18*s*. 8*d*. to 11*l*. 13*s*. 4*d*.

Specie.—The exportation of specie, in comparison with other articles of demand, forms a remarkable and very profitable item in the Russian trade with Central Asia. Specie is eagerly sought after by the Asiatics at the fair of Nijni Novgorod in return for Bokharian or Khivan produce; it is also obtained by them on the Orenburg line of frontier in exchange for dried fruits and cotton goods. The demand for silver and copper coin is proportionally greater than for gold. The insufficiency of the rude metallic currency of Central Asia to supply the increasing demand of trade, or to represent in a rude state of civilization the accumulating wealth of the country, has raised the value of specie in Central Asia to a very high premium, so that the great drain which Russia experiences in gold, silver, and copper coins is, in reality, a source of enormous profit. The balance of the trade being very much against Russia, the Asiatic receives more than one-third of his payment in cash, but at a considerable gain to Russia.

The Russian rouble passes in Central Asia for about 22 per cent. above its value at home, which is so much profit to the Russian purchaser of cotton and other produce. But even the large amount of specie thus obtained is not sufficient for the growing wants of Bokhara, Khiva, and Kokan; their traders have recourse in Russia to extensive loans on very high interest, paying 18*l*. 15*s*. in cash, or 22*l*. 10*s*. in produce, for 15*l*. received, or 25 and 50 per cent. This explains, to a certain extent, the cheapness of Russian cottons; at the same time, it is very probable that the inferiority of the Russian manufactures offered to the Asiatic for his produce induces him to prefer payment in metallic currency. The exportation of Russian specie has long been under the disadvantage of restrictive laws; but there is an evident disposition on the part of the Government to allow the precious metals to submit to the same laws of commercial economy as any other description of merchandize. It is in this spirit that the exportation of specie in the trade with China has lately been in great part relieved from the restrictions by which it was nominally circumscribed.

Russian half-imperials and silver roubles, Dutch ducats and twenty-franc pieces, are the coins chiefly exported to Central Asia; other foreign coins are used in much smaller proportion.

The amount of specie exported from the Orenburg line of frontier between 1840 and 1850 amounted to 229,554*l*., or 6,500*l*. more than the value of the exportation of cottons during the same period, and nearly three times more than that of woollens. That this exportation is increasing in rapid progression, will be seen from the following statement:—

	1847.		1857.
Specie and bullion exported to the countries of Asia, including Persia, the Kirghiz Steppes, Asiatic Turkey, and China ..	£478,357	..	£897,691 (or 88 per cent.)
Importation of specie and bullion from the same countries ..	£18,911	..	£30,773 (or 63 per cent.)

Russian Manufactures in Cotton.

Cotton is a remarkable item in the trade between Russia and Central Asia; for while between 1840 and 1850 Russia supplied Bokhara, Khiva, and Kokan with cotton manufactures to the extent of 223,181*l*., she was dependent on those countries for the production of cotton goods suited for her Mahometan population, and for the inhabitants of the south-eastern portion of the Empire, to the amount of 601,802*l*., a sum much below the mark, being only the aggregate of the declared value. M. Tegoborski, indeed, is of opinion that 50 per cent. should be added to official totals representing the declared value of goods imported from Asia, and even that would not include the quantities yearly smuggled. The reasons given in explanation of the fact above referred to are, that the prints manufactured in Russia for the Asiatic market are not sufficiently good for home consumption; and that linens being scarcely known at Orenburg, the result is a demand for the cheap and warm fabrics of cotton manufactured in Central Asia. The inference, therefore, to be drawn from this anomaly is, that the cottons which Central Asia requires are not those for ordinary or common use, but prints and calicoes of rather superior workmanship, and of good vivid colouring, as articles of luxury and artificial necessity. Profiting by an increasing demand for her produce, Central Asia can better afford to consume articles of good superficial quality, though worthless as regards durability, than the poor Mahometans of Russia, or the wandering Kirghiz, who give the preference to a stout, warm, and cheap, though unpretending, fabric. On a further investigation into this subject, it would appear that what Russia now produces in the shape of cottons is really too inferior when cheap, and too dear when good.

The manufacture of cotton in Russia is pursued under disadvantages so great that M. Tegoborski may well doubt the reality of the benefit which this branch of industry yields to the country. As a staple unconnected with the development of the real riches of Russia, her agricultural produce, cotton may be looked upon as an interloper interfering materially with the development of manufactures indigenous to the country, and imposing considerable sacrifices on the consumer. The manufacture of cotton in Russia is of recent date, and only took a real start in 1842, although it had long been protected by high and prohibitive import duties. In fact, between the years 1824 and 1850, Russian cottons were selling at home at an average of 50 per cent. dearer than similar English fabrics, while superior English cottons could not be kept out even under a prohibitive Tariff of 60, 100, to 200 per cent. *ad valorem.*

The causes that will long militate against a more favourable development of this department of industry, are partly those which operate prejudicially on all other manufactures in Russia, and partly causes of a nature peculiar to it.

Under the former head may be mentioned want of capital, limited operation of credit and consequent unfavourable conditions of sale, interruption of work during the summer months, and high rate of skilled or foreign labour, dearness of iron and forced importation of foreign machinery, and dearness of fuel; under the latter one, distance of seat of manufacture from the chief centres of the trans-Atlantic trade and from the markets of Central Asia, necessity of laying in during the summer months, while the northern ports are open, a sufficient stock of cotton wool, at the risk of a commercial crisis or rapid fall in price and at a great outlay of capital.

Owing to all these drawbacks, Russia can never hope to rival other countries in the production of cottons, especially in regard to those of superior quality, which will long continue to demand American cotton, foreign skilled labour and machinery, and, therefore, much protection. The production of low quality cottons is somewhat favoured by the cheapness of the rude labour bestowed upon it; in winter the agricultural labourer turns cotton spinner, dyer, or weaver, supplying the inferior home market and the countries of Central Asia with a worthless material of extreme cheapness. The disadvantage is so much against the superior quality cottons that Russian mills do not generally spin higher numbers than 48 or 50; the greater part only produce Nos. 30 to 40 mule twist, and 20 to 30 water twist, with an intermediary description called "medio;" finding it useless to attempt to rival the extreme fineness of English threads and more profitable to import them; the numbers 30 to 48 are considered to be equally as good as the English. At home the consumption of these cottons is limited, both owing to their inferiority and their dearness when compared with linen fabrics, and the only foreign market which they find is Asia. The number of spindles at work in Russia, including Poland and Finland, was estimated in 1859 at 1,400,000, or nearly double the number at work in 1846.

The cottons produced by Russia may be classed in two categories:—

1. Ordinary fabrics, calicoes, ginghams, prints, nankeens, and other materials, the produce of village industry and cheap hand-labour.

2. Finer fabrics, muslins, jaconets, fine pocket and other handkerchiefs, plushes, &c., demanding more perfect machinery and skilful workmen.

The cottons supplied to Central Asia are principally manufactured in the Governments of Moscow, Vladimir, Kaluga, and Kostrema, from the raw material obtained from America, and to a great extent from that grown in the countries of Asia; inferior fabrics, calicoes, and muslins being chiefly produced from the former: they come, therefore, under the first category, and are generally of the coarsest description, consisting, but in a very small proportion, of the class known as the "Posilensky," after the name of a manufacturer who has gained so great a reputation that all articles of superior quality are distinguished as "Posilensky" goods.

The goods not of "Posilensky" manufacture are, according to M. Nebolsin, rotten, short in measure, and altogether prepared with but little regard to quality; those furnished to Central Asia are in the shape of prints, calicoes, cambric muslins, ginghams, handkerchiefs, nankeens, kumatch (a sort of fustian), muslins, and plush.

Cotton prints are used by the wealthier classes of Central Asia for the fronts and sleeves of shifts, women's trowsers, counterpanes, curtains (of gaudy colours for the rich), and for the outside and lining of the khil'ats or long robes in which the Central Asiatics are always attired.

In cotton prints Russia has made great progress, and the higher qualities will stand competition with those of the rest of Europe as regards the perfection of the material. The print manufacturers at St. Petersburgh supply the demands of the wealthier classes, and seldom produce under 1*s.* 6½*d.* per yard; while the prints manufactured in the Government of Vladimir for the lower classes of Russia are prepared at prices varying between 5*d.* and 8½*d.*; but even the latter have been found too expensive for the Central Asiatic markets, in supplying which the highest prices given for cotton prints at the fair of Nijni Novgorod are 5½*d.* or 5¾*d.* per yard.

A piece of this print generally contains 35 to 36½ yards with a breadth of 20 or 21 inches; the weight of each is about 4½ lbs., so that the gross weight of a load, or 200 pieces, will be about 8 cwt. The ordinary load of camel is 120 pieces of the higher sorts and 150 of the lower. In 1849 and 1850 the manufacturing prices of the higher description of Saxonies was 3¾*d.* to 4*d.* per yard, and those of very inferior prints 2¼*d.* to 2½*d.* per yard, while on the Russian frontier they sold as follows: Orenburg, 3*d.* to 7*d.* per yard; Troitsk, 4½*d.* to 7½*d.* per yard; Uralsk, 3*d.* to 5¾*d.* per yard.

Prints of the mousseline de laine description are manufactured for Central Asia at 3*d.* per yard. But notwithstanding these low prices, Russian prints meet with much competition from similar English manufactures; the English are unmistakeably preferred, but the Russian commend themselves by their extraordinary cheapness, and are also in a manner favoured by the influence which the Russian trader commands as a customer for the principal staple of the country.

In dealing with imports it will be found that Russia effects the purchase of the Central Asiatic cotton, from which these goods are chiefly manufactured, under very advantageous circumstances.

The English prints that find their way to the markets of Central Asia, through Meshed and Persia, have the reputation of being of the best qualities, but inferior to the Russian with regard to price; those, on the other hand, which reach Bokhara, Khiva, and Kokan, through Candahar and Herat, are said to be of very inferior quality, and only equal to the lowest kind of Russian prints.

English manufactures have found great difficulty in opposing the low-class goods of Russia. A strong effort to drive Russian productions out of the Central Asiatic market was made in the years 1841 and 1842, when Bokhara was completely glutted with English cottons and other manufactures at such low prices that the native population bought them with the utmost avidity, and would have nothing to do with Russian prints, calicoes, or broadcloth.

Having thus driven out the Russian trader, who had nothing left to import except hardware and leather, the English manufactures were suddenly raised to almost double the price at which they had been originally offered. It is suspected that these manufactures were offered at a considerable sacrifice for the sake of obtaining possession of the market; but if it be true, as a Russian author asserts, that the Bokharian purchasers subsequently discovered they had been imposed upon with articles that were mere rubbish, of rotten texture and deficient in measure, "so very different from the usual quality of English manufactures," it was probably an imitation of the mistaken commercial policy of Russia in this respect, already referred to, or an attempt to produce the same description of goods at the same price. The effect of this proceeding, as impolitic as it was dishonest, was naturally to increase the demand for Russian cottons. But Russian cottons have also frequently produced the effect described; and M. Tegoborski expresses his regret that Russian manufacturers should continue to have demands for cheap and inferior fabrics, whose appearance at any new Asiatic market has often closed it for a long period, if not for ever, against Russian importations.

It is important in developing a trade with a country emerging from semibarbarity, that the goods which seek for established success should not descend below a certain inferiority in quality, whatever the temptation of a good return or a cheap article.

Russia is now beginning to suffer from the shortsightedness of prohibitive duties on foreign manufactures, which, by fostering the production of inferior goods at home, keep the art in its infancy and stunt its growth. Increasing wealth is enlarging the views and multiplying the wants of the Central Asiatic, and the scale is turning more and more in favour of the better article, which Russia cannot supply on equal terms with England.

The reputation of a manufacturer once established, continues long after the manufacture itself has been superseded, particularly in countries distant from the seat of its production. To this day, certain descriptions of Russian cottons are imposed on the Central Asiatics as English prints, fetching 10½*d.* to 10¾*d.* per yard, when Russian prints of the highest quality imported will only sell at 6*d.* to 6¼*d.* per yard.

The prints really English, supplied by way of Meshed, are used for shirts and linings. By measure they sell in Bokhara at 9*d.* per yard; but wholesale, at 18*s.* per piece of 27 to 28 yards in length, and 15¾ to 16½ inches wide. The better descriptions fetch 18½*d.* to 23*d.* per yard, and the highest 27½*d.*; inferior qualities sell in Bokhara at 7*d.* the yard, or 15*s.* the piece. The market price of broad prints, similar to the Russian, but 27 yards in length, is 19*s.* 2½*d.*

In Tashkend the English prints are used for the same purposes as at Bokhara; 20 pieces fetch 13*l.* 14*s.*, and a similar quantity of a superior article will sell at 16*l.* 16*s.*

The following are the prices fetched by Russian prints:—

Bokhara:—Superior qualities, 18*s.* to 19*s.* 2*d.* per piece of 35 to 36½ yards; lower qualities, 16*s.* to 17*s.* 4*d.* per piece of 31, 35, and 36½ yards.

The prints for this Khanat are striped and of variegated pattern; the best have a red ground, probably of Turkey red, which increases the cost of production. The madder of Asia is principally used in dyeing this colour; it was introduced by a manufacturer called Baranoff, who cultivated the plant very extensively in Khiva and in the neighbourhood of Derbend.

Khiva:—Superior qualities of Russian prints, 21*s.* to 30*s.* per piece of 39 yards and under; imitation of English, 19*s.* 3*d.* to 25*s.* 8*d.* per piece of 25 yards and under. The prints destined for Khiva are green with variegated patterns.

Tashkend:—Here the better description of prints vary in price according to the trade-mark, fetching from 18*s.* to 19*s.* 2*d.* per piece of 35 yards to 20*s.* per piece of 36 to 36½ yards.

Calicoes.—Calicoes and ginghams are used in Bokhara, Khiva, and Tashkend for shirts and trousers. The Bokharians also manufacture handkerchiefs out of the calicoes of Russia, dyeing them red, blue, and other colours, and using them in that state for turbans.

The calicoes for Central Asia are prepared in small pieces of 9⅓ to 12½ yards in length, at a price from 3*s.* but not higher than 4*s.* 6*d.*; larger pieces are unsuited to the market. It is evident from these prices that the quality of the calicoes must be very inferior; being produced by hand, they have not the evenness of calicoes manufactured by machinery. Since 1852 machinery has been gradually introduced into this branch of industry, and in 1853 M. Tegoborski already reckoned 200 power-looms at work; but although the result will be in favour of the quality of the article, it will enhance the cost of production for the reasons already given.

In Central Asia calicoes are sold in lots of ten pieces at the following prices:—

Bokhara:—Ordinary quality, 12*s.* to 18*s.* per piece; best, called "English," 24*s.*

Khiva:—9*s.*, 12*s.*, and 15*s.*

In Tashkend calicoes are sold in lots of 20 pieces, wholesale; the prices in 1850 were—

	£	*s.*	*d.*
20 pieces, of 8¾ inches breadth	4	4	0
20 " 10½ "	4	16	0
20 " 12¼ "	6	0	0

Ginghams.—Two descriptions of ginghams are exported for Central Asia. The higher qualities are prepared in pieces 31 yards in length and 24½ inches wide; the second quality in pieces of 31, 35, and 39 yards in length, with a breadth of 14 inches. At Nijni Novgorod fair the former are 5¾*d.*, the latter 2½*d.* to 3½*d.* per yard; at Orenburg and Troitsk they rise to 6*d.* and 7½*d.* per yard.

In Bokhara, better quality ginghams sell at 18*s.* to 21*s.* per piece; second quality, 12*s.* to 15*s.* per piece.

In Khiva and Tashkend, ginghams sell at the same prices as prints, or at 16*s.* to 24*s.*, and 16*s.* to 18*s.*, respectively.

Cotton Handkerchiefs.—Great quantities of cotton handkerchiefs are exported to Central Asia. They vary in price from 1*d.* (wholesale) to 4½*d.* per piece, or to 4*s.* 6*d.* the dozen, and generally measure from 7 to 12¼ inches square, rarely 14 to 17½ inches.

At Bokhara they sell at 6*s.* to 12*s.* per dozen; at Khiva at 45*s.*, 66*s.*, or 72*s.* per hundred; at Tashkend (crimson with variegated scrolls and flowers), at 7*l.* 4*s.*, 8*l.* 8*s.*, and 10*l.* 4*s.* per hundred, according to size. Bright grounds are preferred. Green cambric muslin handkerchiefs at 3*l.* 12*s.* to 4*l.* 4*s.* per hundred. Cotton handkerchiefs, called Cashmere, 4*l.* 4*s.* to 5*l.* 2*s.* Ordinary cotton handkerchiefs of small size are used in Central Asia for pocket handkerchiefs, also for girdles, towels, and napkins. They are therefore sold entire in the piece according to the quantity required. Larger-sized common handkerchiefs, imitations of Cashmere, are used by women for turbans.

Cambric Muslins.—Cambric muslins sell at Orenburg at 2¼*d.* to 3¾*d.* per yard, and in Troitsk at 3½*d.* to 4½*d.*; they are generally packed in the same bales with prints, and made up in lengths of 31 to 39 yards. They fetch the following prices:—Bokhara, 15*s.* per piece; Tashkend, 16*s.* 10*d.* per piece; Khiva, 9*s.*, 12*s.*, 15*s.*

Cambric muslins ("percale") are required for the same purpose as calicoes, but are consumed by the less wealthy classes.

Muslins.—The muslins sent to Central Asia are of the most inferior qualities. The best are woven at the ends to a length of 28 inches with tinsel, gilt, or silver thread, and are produced at 4½*d.* per yard; the second quality is a common white muslin, produced at 2¼*d.* per yard. In Bokhara and Kokan muslins are chiefly used in turbans for both sexes, in Khiva only for covering the heads of females and mollahs.

The prices for muslins are:—

Bokhara:—First quality to 9*s.* 7*d.* per piece of 9 yards; second quality, 6*s.* per piece of 10 yards.

Khiva:—First quality, 2*s.* per yard; second quality, 9*d.* per yard.

Tashkend:—Muslins worked at the ends with gold thread fetch 9*s.* per piece, or 9*l.* per lot of 20 pieces. Indian muslins of similar length and width sell at 12*s.* best quality, and 6*s.* lowest. Muslins for turbans, 6*s.* per piece of 11¾ yards.

Nankeens.—The quality of nankeens manufactured exclusively from the Asiatic raw material may be easily estimated from the fact that a camel's-load of these stuffs consists of 200 pieces, each 31 yards in length; the weight of a piece is therefore not more than 2¾ lbs.

The nankeen exported to Asia and consumed to a considerable extent in Russia is manufactured from ordinary thread, Nos. 20 to 22 for the warp and 24 to 26 for the woof. This fabric goes by the name of "nanka," but a nankeen is produced at about 5*d.* to 7½*d.* per yard, from Nos. 30 and 32 for the warp and woof respectively.

The nankeens for Asia are either plain or striped, at 6*s.* to 12*s.* per piece, and they sell as follows:—Bokhara, 12*s.* per piece; Tashkend, 10*s.* 9½*d.* per piece; Khiva, 9*s.* to 15*s.*

Another description of nankeen, something like a fustian, and either white or dyed in Turkey red, is manufactured from Central Asiatic cotton. Kazan and Astrakhan are the principal seats of its manufacture. Very small quantities are exported, fetching 2*s.* 3½*d.* to 3*s.* 1*d.* per yard. Like nankeen, this material, locally called "kumatch," is used in khil'ats and pelisses.

Plush.—The cotton friezed material known in the Asiatic trade as plush has no resemblance to the fabric properly so called. It forms, however, a considerable item in Russian exports to Central Asia, and is used for khil'ats (long robes) and pelisses; also for trousers and other articles of dress.

The rich make waistcoats of it, and it is used in the uniforms of the troops of those countries.

The price at which it has to be sold to the trader who carries it to the fair of Nijni Novgorod, viz., 15*s.* per piece of 39 yards, leaves but little profit to the manufacturer, and shows the inferiority of the fabric.

The following statement will show the profit of a merchant carrying this plush to Bokhara:—

	£	s.	d.
Cost of 130 pieces, each 39 yards long, at 18*s.*	117	0	0
Transit to Orenburg. 5*s.* 4*d.* per cwt.	1	8	8
Custom dues at Orenburg, 1 per cent.	1	3	4
Transit to Bokhara, 1 camel	1	10	0
Warehouse and other expenses, 15 per cent.	17	11	0
Duty levied by the Khivans	0	3	0
Dues in Bokhara, 5 per cent. on market value	7	16	0
	£146	12	0
By sale of plush at Bokhara, 156*l.* 2*s.*, leaving a clear profit of (about 6½ per cent.)	9	10	0
	£156	2	0

A piece of plush of this low quality contains 27 to 31, but generally 39 yards. Its breadth is 14 inches, its weight 4½ lbs., and its colour black. A plush of rather better quality is produced at 8*d.* per yard. A third description, printed and dyed green, crimson, or violet, and 17½ to 19¼ inches wide, with a length of 15½ to 18½ yards, is purchased at Nijni Novgorod and Irbit fairs at 1*s.* to 1*s.* 2*d.* per yard.

The following are the prices in Central Asia:—

	s.	d.
Bokhara:		
A piece of plush 18½ yards long	12	0
" 39 "	24	0
Tashkend:		
A piece of black plush, 39 yards long	24	0
" printed " 15½ "	18	0
Khiva: Plush sells at 10½*d.* to 1*s.* 2*d.* per yard.		

The declared value of the exportations of Russian manufactures in cotton to Central Asia amounted, between 1840 and 1850, to 223,181*l.* In this total Bokhara appears for 156,707*l.*, and Khiva for 58,915*l.*

Russian Manufactures in Wool.

Most of the remarks made in the former part of this paper on the cotton productions of Russia are equally applicable to the woollens with which she supplies Central Asia; but with this difference, that while the cottons are manufactured from a material imported from distant foreign countries, and therefore exotic, the the cloths and woollens are the produce of Russian flocks, and form a branch of industry perfectly indigenous to the country, intimately connected with its agrarian wealth, and susceptible of great improvement.

But, as in the case of cottons, Russia only enjoys an advantage over foreign woollens in low-priced fabrics ranging not higher than 5*s.* 9¼*d.* per yard. With cloths above that price she is unable to compete, and the finer the material the wider the discrepancy between the cost of foreign and Russian manufacture.

The difference in price ranges, according to M. Tegoborski, from 30 to 40 per cent., according to quality; and proceeds from the following causes:—

1. The unfavourable state in which the manufacturer buys the wool, which is badly washed and sorted.

2. The imperfection of the machinery employed in this branch of industry, and which is, of course, more especially prejudicial in the case of finer fabrics, Foreign cloths are therefore superior in finish, and produced from a less quantity of wool.

3. The dearness of chemical products and dye-stuffs, and the occasional adulteration of the latter.

4. The expense exceeds that of a foreign factory by 20 to 30 per cent., owing to the necessity of importing machinery from abroad for the better cloths, and the payment of high wages to foreign foremen employed in almost every cloth factory, not excepting those producing only ordinary cloths.

The carelessness of manufacture is more particularly felt in the case of cloth produced from merino wool, or from the finer descriptions which Russian manufacturers are still obliged to import; and with a wool of equal fineness Russia manufactures a much more ordinary article than any other country pursuing that branch of industry.

It is only at a comparatively recent period that Russia has attempted the manufacture of finer cloth. Prior to 1846 or 1847 few cloths were produced at home above 7*s.* 8*d.*, 11*s.* 6*d.*, to 15*s.* 4*d.* per yard; finer qualities being imported from abroad or from Poland. Livonia, however, now supplies cloths at 19*s.* 2*d.* to 1*l.* 3*s.* 10*d.* per yard, probably not inferior to foreign cloth in quality, but certainly not equal in price. Polish cloths have entirely disappeared from the Asiatic market, being no longer able to compete in cloths of 5*s.* 9*d.* to 7*s.* 8*d.* The Polish manufacturer gets his wool 8 per cent. dearer than the Russian, who has, moreover, acquired a better knowledge of the market.

The principal manufacturers of fine cloth are Fidler, in Poland, and Wermann, Lembke and Retschen near Pernau in Livonia. The latter take the lead, having a capital of 90,000*l.*, and manufacture chiefly at 11*s.* 6*d.* to 13*s.* 4*d.* Fidler's cloths are principally at 17*s.* 2*d.* to 23*s.*

Cloths of merino wool sell at prices varying from 5*s.* 9¼*d.* to 23*s.* Superior qualities cost 5*s.* 6*d.* per yard in workmanship. Weavers receive from 3*d.* to 5½*d.* per yard according to quality, and earn from 24*s.* to 36*s.* per month. Cleaners, necessitated by imperfect manufacture, receive from 1*s.* 6*d.* to 4*s.* 3*d.* per piece; the other operations are performed by workmen who receive from 15*s.* 6*d.* to 25*s.* 8*d.* per month, besides their food. Children earn from 7*s.* 6*d.* to 9*s.* per month. In the Government of Moscow, where the inferior fabrics are in great part produced, the number of workmen employed in 1852 was about 38,000, and their yearly produce has been estimated at 1,950,000*l.*

The houses that principally supply the Asiatic market are those of Osipof, manufacturing 20,000 pieces; Kotoff, Brothers, 16,000; and Ustinof and Grechuskin, 15,000. Besides these there are about twenty more in the Government of Moscow, and as many in those of Wilna, Grodno, Chernigof, and Kief. Chernigof ranks next to Moscow in the number of cloth factories.

The value of the yearly consumption of cloth in Russia per individual is only 2*s.*

Prepared with the sole view of cheapness, the cloths supplied by Russia to Central Asia are purchased at the fair of Nijni Novgorod at 1*s.* 10*d.*, 2*s.* 8*d.*, but not higher than 3*s.* 10*d.* per yard, in pieces of 17 yards, and in breadth of 1⅓ yards. A piece will weigh 13½, 14, and 16 lbs., according to the stoutness of the article, and 18 to 20 pieces form a bale, or half the load of a camel. Sometimes, though seldom, a bale is made up of 16 to 24 pieces.

The principal colour in demand is crimson; the next are green, violet, olive, and light blue; black is sent in the small proportion of 10, rarely 20, pieces to the 100.

The superior kinds of cloth at 7*s.* 9*d.*, 9*s.* 8*d.*, and 11*s.* per yard, are supplied in very limited quantities for the garments of the richer classes. Some of the better qualities, according to M. Nebolsin, contain a mixture of cotton.

Much of the cloth exported to Bokhara, Khiva, and Kokan is used in the equipment of the troops, and is bought by the Khan personally at a price fixed by himself, but not disadvantageous to the merchant. The demand for cloth is still so limited that when the Khan does not purchase the entire consignment the remainder can only be disposed of at a considerable reduction in price.

There was a time when Russian cloths found their way to Cabul, but they have been driven out by English manufactures, which are now brought to Bokhara and Khiva by Persian merchants.

Persia and Turkey were formerly supplied with Russian broadcloth, but the trade has dwindled away, owing to English and German competition.

The prices fetched by Russian cloths in Central Asia are as follows:—

Bokhara:—3*l.* 12*s.*, 4*l.* 4*s.*, to 4*l.* 16*s.* per piece of 20 yards.

Khiva:—3*l.* 3*s.* to 4*l.* 10*s.* per piece of 17 to 20 yards.

Tashkend:—3*l.* 6*s.* per piece of 17 to 17⅔ yards in length, and 49 to 52½ inches broad; pieces of the same length, but exactly 56 inches wide, fetch 4*l.* 4*s.*

At Tashkend a piece of cloth will be valued at 4*l.* 4*s.*, although its market value is only 3*l.* 6*s.*, owing to the duty on those manufactures being levied in kind.

There is another description of cloth supplied to Central Asia, manufactured from camel's hair, in the Government of Orenburg, at from 2*s.* 2*d.* to 2*s.* 8*d.* per yard. A piece 23½, 25, to 27 yards in length, with a breadth of 56 inches, weighs about 36 lbs.; some, however, weigh 54 lbs.; a piece 14 yards long will weigh about 18 lbs. Only small quantities of this article find a sale in Central Asia, and taken with other articles, such as woollen handkerchiefs (sent in considerable quantities), the total exportation between 1840 and 1850 amounted to 6,625*l.*

With regard to other items in the woollen trade not mentioned here, it suffices to observe that the shawls and handkerchiefs manufactured at Vienna were found at the Great Exhibition to cost half the price of those produced in Russia.

Russian official Returns afford the following statement of the exportation of manufactures in wool to Central Asia between the years 1840 and 1850:—

	Yards.	Value.
		£
To Bokhara..	291,115	46,075
Kokan	10,385	1,907
Khiva	184,375	23,705
Total	485,875	71,687

Or about one-third of the exportations of cotton during the same period. In round numbers the annual exportation of cloth amounts to 48,587 yards, of an average price of 3*s*.

Russian Manufactures in Silk.

The manufactures of this class exported from Russia to Central Asia consist of inferior fabrics in the shape of vestings and furniture silk, the silk being most frequently in combination with other substances; cotton velvets and inferior silk velvets likewise form an item under this head. The disadvantages already mentioned, under which the manufacture of cottons and woollens is pursued in Russia, tell with still greater force on a material of such delicacy as silk.

The quality of the fabric depends greatly on the quality of the raw material, and as the Caucasian silk which the Russian manufacturers chiefly employ is very inferior to the Italian or Chinese, the material produced is of a very rough kind.

Very little care and skill are bestowed in the training of the Caucasian silkworm, and until this is remedied the manufacture of silk cannot make much progress.

It must be allowed that Russia is able to supply some very beautiful fabrics of Italian silk, but the cost of their production is more than double that of the articles produced from Caucasian, Persian, or Turkish silk. The Italian and Chinese silkworms have been introduced in the South of Russia, but to an extent so limited as to exercise no appreciable influence over the silk manufactures of the country.

This branch of industry has been the object of much attention and solicitude on the part of the Russian Government, and great hopes are entertained of an improvement in the manufacture of silk on the more general cultivation of the silkworm in the Southern provinees of the Empire; but as yet the importations of foreign silks, notwithstanding the high Tariff, far exceed the quantity manufactured at home.

A reduction of duties in silk stuffs having recently been made, Russian manufacturers have ceased to fabricate the heavy articles which require proportionally the greatest amount of material.

The silks exported to Central Asia are manufactured in the neighbourhood of Moscow.

Khiva principally demands fabrics of dark colour; Bokhara and Tashkend striped and variegated patterns. It may here be observed that the inferiority of Russian silks is most apparent in plain fabrics. During the last few years Russian silks have fallen considerably in price; those which formerly sold at 5*s*. 1*d*. per yard are now purchased at 2*s*. 10*d*. and 3*s*., and no silks above the latter price are now sent to the Asiatic markets.

The fabric most esteemed in Central Asia is a silk satined and striped, with patterns of tulips and other flowers, at 2*s*. 11*d*. per yard.

The second quality is also a satined mixed silk with a different ground from the pattern; it is sold in pieces of 39 yards, of a breadth of 14 to 17½ inches: their prices vary according to quality from 9*d*. per yard.

Velvet.—The cotton velvets are seldom higher than 1*s*. per yard; a piece contains 17 yards, with a width of 21 inches. The cotton velvets of higher quality, but seldom dearer than 5*s*. 9¼*d*. per yard, are only exported as fancy articles.

A Russian trader once exported a piece of fine velvet worked with gold thread, and produced at about 12*s*. 6*d*. per yard; but it was with considerable difficulty that he found a purchaser in the Khan of Khiva who, in a fit of generosity, bought it for one of his wives at the rate of 19*s*. 3*d*. per yard.

The following are the prices of Russian silks in Central Asia:—

Bokhara:	
Silk stuffs	12*s*. per piece of 3 to 3¾ yards.
Velvet	12*s*. 3*d*. per yard.
„ first quality	15*s*. 5*d*. „

Tashkend:	
Light silks	36*s.*, 48*s.*, 60*s.*, and 72*s.* per piece.
Satinet	6*l.* per piece.
Velvet, half silk	5*s.* 7*d.* to 7*s.* 8*d.* per yard.
„ silk	not higher than 11*s.* 6*d.* per yard.
Khiva:	
Silk fabrics	12*s.* per piece of 3½ to 4¾ yards.
Velvet	1*s.* 7*d.*, 2*s.* 4*d.*, and 3*s.* 1*d.* per yard.

The value of the Russian exportation of silk to Central Asia amounted between 1840 and 1850 to 15,420*l.* In this sum Bokhara appears for 10,550*l.*; Khiva for 4,799*l.*

Exportation of Russian Leather, Skins, and Furs; Tea and Sugar; Honey and Wax; Wooden-Ware; Glass and Earthenware; Dye Stuffs and Chemical Manufactures; and Miscellaneous Goods.

Russia leather is the principal item under the first head, and as it is exclusively an article of Russian production, a lengthy inquiry into the conditions under which it reaches the markets of Central Asia would be superfluous. The leathers of Russia are in great request throughout Independent Tartary, but do not penetrate over the Hindu-Kush; the population beyond making use of the rough tanned skins produced at home, other skins are exported in very limited quantities. The exportation of this class of goods between 1840 and 1850 was as follows:—

	£
Bokhara	81,543
Khiva	37,922
Kokan	4,068
Total	£123,533

The Russian merchant derives a profit of 7 per cent. on the higher descriptions of goods of this class.

Furs.—Dressed furs are not demanded in any great quantities; fox skins are most in request. The exports for the period above-mentioned were:—

	£
Bokhara	1,913
Khiva	691
Kokan	310
Total	£2,914

Tea.—The Central Asiatics principally consume green tea, which is brought from China to Bokhara and Khiva by way of Kokan. Some of this tea finds its way to the Russian market. Russia in return sends small quantities of superior black tea, only consumed by persons of consequence. Like all other teas, it is generally used without sugar, but the tea given to guests is sweetened to excess. The following are the prices given in M. Nebolsin's work:—

At Bokhara:	
Green, from Kashgar	2*s.* 1½*d.* per lb.
Ditto, ditto, highest sort	3*s.* 2¼*d.* „
Ditto, from Russia	60*s.* to 72*s.* per box.
Yahak tea	4*s.* 3*d.* per lb.
Black, from Russia	2*s.* 1½*d.* and 2*s.* 7¾*d.* per lb.
Tashkend:	
Green, from Kashgar	2*s.* 6*d.* to 2*s.* 11*d.* per lb.
Brick tea, from Kashgar or Fu-chai	1*s.* to 1*s.* 8*d.* per lb.
Kyrkma-chay or Kara-chay, unpacked tea of low quality	1*s.* 6*d.* to 1*s.* 8*d.* per lb,

Very little tea is sent from Tashkend to Russia. In Khiva a tolerable quality of black tea sells at from 4*s.* 5*d.* to 6*s.* 7½*d.* per lb.

From these statements Central Asia would appear a very favourable market for the teas of the Himalaya, produced at 6*d.* the lb.

The following is the value of the tea exported from Russia to Central Asia between 1840 and 1850:—

	£
Bokhara	1,368
Khiva	607
Kokan	15
Total	£1,990

Sugar and Sugar Candy.—The sugar demanded from Russia is not so much for general and daily use as for extraordinary occasions. It is by offerings of sugar that the Asiatic seeks the favour of his superiors, and for that purpose he prefers sugar in smaller loaves than those in use elsewhere.

The sugar supplied by Russia is chiefly of the lowest description, rarely even semi-refined, and scarcely ever double-refined. The loaves weigh from 3½ to 4½ lbs. each. With these the petitioner appears before his ruler, and the higher the rank of the man to be propitiated the greater number of loaves in requisition; five loaves are a considerable offering, but the deepest expression of gratitude is conveyed by the mystic number of nine. Relatives are also in the habit of presenting each other with sugar.

The small loaved sugar is purchased in Russia at from 84*s.* to 93*s.* 4*d.* per cwt.; sugar-candy, sold in boxes of from 9 to 18 lbs., at from 93*s.* 4*d.* to 102*s.* 8*d.* per cwt. The following are the prices in Central Asia:—

	Large Loaves.	Small Loaves.	Sugar-candy.
	Per cwt.	Per cwt.	Per cwt.
	£ *s.* *d.*	£ *s.* *d.* £ *s.* *d.*	£ *s.* *d.* £ *s.* *d.*
Bokhara	5 12 0	6 10 8	7 9 4
Tashkend	6 1 4	7 0 0 to 7 9 4	7 9 4
Khiva	6 10 8	7 18 8 and 9 6 8	7 9 4 and 9 6 8

Exportation of sugar and sugar-candy between 1840 and 1850:—

	£
Bokhara	29,269
Khiva	9,374
Kokan	530
Total	£39,173

Honey and Wax.—Very little honey is exported to Khiva, only 1 cwt. a-year. It is used there by some devotees instead of sugar, which they consider it sinful to touch, "on account of the blood of animals slaughtered by Russians which it contains." The following are the prices of the honey and wax exported from the Orenburg line of frontier:—

	£ *s.* *d.*	
Bokhara and Tashkend:		
Honey	9 3 4 per cwt.	
Wax, white	8 8 0 ,,	
,, yellow	6 10 8 ,,	
Khiva:		£ *s.* *d.*
Honey	2 16 0 to	3 5 4 per cwt.
Wax, white	11 13 4 to	16 6 8 ,,

Between 1840 and 1850 the quantities exported were:—

Wax	18½ cwt.
Honey	23¾ ,,

Wooden Ware.—Wooden boxes or trunks form an important item in Russian exportation to Central Asia, where they are in great request. They are required to adorn each dwelling, to act as wardrobes, cupboards, and strong-chest, to contain presents, and to be given away as gifts.

The demand for these goods is not confined to Central Asia, but extends through Hindustan as far as Calcutta.

The wooden boxes are of two kinds: boxes sold separately and having a distinct application, and boxes sold in lots of eight, fitting into each other. The former description is a very useful article, even to the Russian trader, who packs in them his more costly wares, such as muslins, brocades, plush, and sometimes sugar, paint, and leather, taking care that each pair of boxes or any two pair should contain an equal quantity of goods and an equal weight of 5 to 5¾ cwt. The boxes are then wrapped in mats and placed on the backs of camels.

The boxes of the second kind are generally exported empty, and are in great demand.

The boxes for Central Asia are made of cedar, fir, elm, or birch, and after being painted some bright colour, are bound with copper, iron, steel, tin, and sometimes silver and silver gilt; they are also set off with bright nails and decorated with flowers and a variety of patterns.

A large box of Siberian workmanship, 56 inches in length, costs 25*s.* 6*d.* to 34*s.* 6*d.* on the Orenburg frontier; a large box 47 inches long, not of Siberian workmanship, 6*s.* to 7*s.* 6*d.* Trunks, best sort of 47 to 35 inches, vary in price from 24*s.* down to 15*s.*; a box of the smallest size, measuring 7 to 8¾ inches in length and breadth and 5¼ to 10½ inches in depth, is bought at 2*s.* 6*d.* to 4*s.* 6*d.* for best sorts, and 11*d.* to 1*s.* 6*d.* for lower qualities.

The exports of trunks between 1840 and 1850 amounted to 9,880*l.*

Glass.—The glass exported from Russia to Central Asia consists of looking-glasses with papered edges, and sometimes in wooden frames; a few glass manufactures, such as tumblers and jugs, and glass beads.

Mirrors and plate-glass for mirrors are bought at the fair of Nijni Novgorod by weight, at 60*s.* 8*d.* to 65*s.* 4*d.* per cwt. In Bokhara they sell wholesale at 93*s.* 4*d.* At Khiva looking-glasses are sold at prices varying from 3½*d.* to 6*s.* each.

Glass Beads are bought at the same fair in packets weighing from ½ to 1¼ lbs. at 7*d.* to 2*s.* 1*d.*; the highest sort at 5*s.* 1*d.* per packet of 3½ lbs. The colour most esteemed is red.

Glass beads are chiefly bought by Turcomans, Kara-Kalpaks, and Kirghizes, for their wives and daughters; the best sorts are also used by the devout as rosaries. The value of these exports amounted between 1840 and 1850 to 4,332*l.*

Porcelain and Earthenware.—The only manufactures of this class exported from Russia to Central Asia are those which are too inferior for home consumption, the roughest articles being best adapted to the market. Nor is Russia able to produce the higher description of goods of this class at any very cheap rate; they are also subject to much competition from Chinese porcelain, bought very cheap at Bokhara and supplied to that market from Aksu and Kashgar, through the Kokan territory. Russia sends teacups, teapots, and a peculiar description of small slop-basins.

The larger articles are sold by the piece, the others by the dozen. At Nijni Novgorod fair the price of 100 dishes will be 15*s.*, 18*s.*, seldom 21*s.* or 24*s.*, and the highest descriptions for the exclusive use of the wealthy, 42*s.* Small earthenware basins sell in Khiva at 18*s.* per 100, and the same description of cup, half-porcelain, at 60*s.* to 96*s.*; the latter are produced in Russia at 60*s.* per 100. Teapots sell at 2*s.* and 1*s.* 6*d.* each, according to quality; the better sorts are exported as fancy goods.

The value of these exports between 1840 and 1850 amounted to 883*l.*

Dye-Stuffs and Chemical Manufactures.—Russia supplies Central Asia with colouring-matters in the shape of cochineal, black and red logwood, ground and in logs, cinnabar, and ultramarine. Owing to the decreased demand in Central Asia, and the substitution of native madder, the price of cochineal has considerably fallen in the market; it now fetches 28*l.*, and very seldom rises to 37*l.* 6*s.* per cwt. The quantity of cochineal exported from Russia to Bokhara between 1840 and 1850 amounted to 80 tons, of the value of 47,682*l.*

The exports of this class to Khiva presented a total of 17,770*l.*

Logwood.—The exportations of logwood were as follows between 1840 and 1850:—

Bokhara, 42 tons, 920*l.*; Kokan, 2¾ tons, 52*l.* Other dye-stuffs are exported in still less considerable quantities.

The following are the prices of these goods in Central Asia:—

	Bokhara.	Kokan.	Khiva.
	Per cwt.	Per cwt.	Per cwt.
Red logwood:—			
Ground	46*s.* 8*d.*	46*s.* 6*d.* to 55*s.* 8*d.*	46*s.* 8*d.* to 65*s.* 4*d.*
In logs	..	..	42*s.* to 56*s.*
Black logwood:—			
Ground	37*s.* 4*d.*	23*s.* 4*d.* to 28*s.*	32*s.* 8*d.* to 41*s.*
In logs	28*s.*	..	28*s.* to 32*s.* 8*d.*
Cochineal	33*l.* 12*s.*	37*l.* 6*s.* 8*d.* and 41*l.*	33*l.* 12*s.* and 39*l.* 13*s.* 4*d.* to 53*l.* 13*s.* 4*d.*

Chemical Manufactures.—Under this head Russia exports to Central Asia sarsaparilla, vitriol, sal-ammoniac, and alum. Sal-ammoniac is produced at Bokhara; Kokan is supplied with alum from Kashgar; the Russian exportations of these articles, and of chemical manufactures in general, are, therefore, of little importance. The following are the prices:—

	Sarsaparilla.	Alum.	Green Vitriol.
	Per cwt.	Per cwt.	Per cwt.
Bokhara	46*l.* 13*s.* 4*d.* to 74*l.* 13*s.* 4*d.*	29*s.* 9*d.*	93*s.* 4*d.*
Khiva	.. ..	18*s.* 8*d.* to 37*s.* 4*d.*	74*s.* 8*d.* to 93*s.* 4*d.*

Miscellaneous Goods.—The chief exportations of this class are *paper for writing and packing.* Writing paper is but little used throughout Turan; accounts are only kept at Bokhara, and the inhabitants of the other two khanats only occasionally use scraps of paper in reports to the Khan, or as documents. The quantity of wrapping and writing paper exported between 1840 and 1850 was as follows:—

	Reams.	Value.
		£
Bokhara	16,236	2,076
Kokan	1,307	225
Khiva	1,226	184
Total	18,769	2,485

The exportation of paper is yearly on the increase.

At Orenburg writing-paper is 4*s.* 2*d.* to 9*s.* per ream; wrapping-paper 2*s.* 6*d.* to 3*s.* per ream; at Bokhara a ream of writing-paper fetches 12*s.* and less, according to quality.

Books are mostly exported to Bokhara in small quantities, they are printed at Kasan in the languages of Asia.

Spectacles are also supplied by Russia; they are most inferior articles, but suited to the market, because produced at 4*s.* 2*d.* and 5*s.* 1*d.* per dozen.

Watches.—These, like the spectacles, are bought at the fair of Nijni Novgorod, manufactured to suit the Asiatic taste; they are generally very large and clumsy, and are mostly made of pinchbeck, sometimes of silver, but very rarely of gold. The natives are afraid of buying gold watches for fear of being deprived of them by the Khan.

Hand-organs.—The entire population of Central Asia is enthusiastically fond of music. Small harmoniums are much prized, and a considerable quantity of them, as well as musical boxes, are exported from Russia.

Tobacco in the leaf and snuff, but chiefly the former, are supplied in small quantities. The exportations between 1840 and 1850 were:—To Bokhara 6 tons, 75*l.* 7*s.*; to Khiva 2 tons, 18*s.* 9*d.*

Paint, red and white, is extensively used in the toilet of the women of Asia; the men also use it when in holiday attire, as it is said to be prescribed by the Koran.

These cosmetics are considered as very costly articles, and for a pinch of cochineal or a little rouge prepared on tissue paper, or white paint or powder in pots or boxes, the intelligent trader frequently obtains some very valuable articles in exchange.

Lemons are exported to the three Khanats pressed down in glass jars with a layer of sugar 3 inches thick above all; the jars are tied down with skin, and wrapped in thin felt.

Importations from Central Asia into Russia.

The Raw Cotton and Cotton Manufactures of Central Asia.—It has been already stated that the cotton and cotton productions of Central Asia form a remarkable feature in the trade under consideration. In fact, the value of the cottons imported into Russia from Central Asia is nearly three times that of the exportation of Russian manufactures in cotton; while all the exportations from Russia, specie included, barely suffice to pay for the cotton, raw and manufactured, supplied by the Central Asiatic. The trade, therefore, hinges on the cotton which Russia obtains from Central Asia.

The cotton wool imported is of three sorts: the Kokan cotton with a short staple, about ·875 inch in length; the Bokharian, or average length staple; and the cotton of Khiva, with a staple more than 1¾ inches in length.

The Central Asiatics are not skilful in the management of their cotton plantations, and although the Bokharian cotton is finer than that of Khiva, the latter is preferred, as well on account of its greater length of staple, as because the Bokharian cotton is not as white as the other, especially in those pods which are on the south side of the plant, and have no protection from the excessive heat of the sun.

The cotton is never sorted in Central Asia; the whole process of gathering it is confined to separating the filaments from the seed, packing it in long camel's hair bags, and disposing of it at the nearest market.

Cotton is generally grown throughout Central Asia; but it is more particularly abundant in the neighbourhood of Samarkand, in Miyankul, and near Shehr-i-sebz, in the Bokharian Khanat, and in the vicinity of the towns of Asarys, Auka, and Kipchak, in the Khivan territory.

The purchases of Bokharian cotton are principally made at Bokhara and Samarkand. Urghenj and Khiva are the chief markets for the Khivan cotton.

In Urghenj the market-days for cotton are Wednesdays and Sundays. In Khiva, Fridays and Mondays. The cotton is bought up by traders who frequent those markets for the purpose, without any previous contract between the producer and the purchaser. It is brought to market on the backs of camels and in the clumsy waggons of the country, and is generally sold by the "batman," a weight varying greatly in the two Khanats, but which for explicitness has been converted into English cwt.

The Russian trader seldom frequents the cotton market; the wants of the Central Asiatic are more moderate, and he can therefore bring the cotton to the Russian market at much less expense than the Russian, whose profits would be in great part consumed in the transport of so bulky and cheap a product.

When the crops are good, the price of cotton in Khiva is 10*s.* 4*d.* per cwt. In 1850 prices rose to 31*s.* owing to the general failure of the cotton crop.

In Tashkend the usual price of cotton is 48*s.* for half-a-camel's load, or about 18*s.* 9*d.* per cwt.; but in 1847 and 1848 it rose to 108*s.* and 120*s.* per camel's load. In 1849 there was no cotton in the market, and when a small quantity was gathered in 1850 prices advanced to 12*l.* per camel's load, and even higher.

In the Bokharian markets cotton sells in ordinary seasons at a steady price of 18*s.* 9*d.* per cwt.; but in 1850 it rose to 46*s.* 8*d.*

In 1850 cotton sold on the Orenburg line of frontier at 56*s.* per cwt. in exchange for Russian produce, and 20 to 30 per cent. cheaper for cash.

The Russian importation of raw cotton between 1840 and 1850 were as follows:—

	Tons.	Declared Value.
		£
From Bokhara	2,089	96,750
Khiva	1,100	50,087
Tashkend	23	1,075
Total	3,212	147,912

Yarn.—Cotton yarn is almost exclusively supplied by Bokhara. It is prepared by hand process, being one of the most common occupations of the women of Turan. The cheapness of labour, and the certain and profitable market which Russia, and even Central Asia, afford, render the spinning of yarn one of the most profitable branches of industry.

The cotton yarn of Central Asia is not of good quality, being thick and uneven. In Russia it is used principally for the wicks of candles; but as three qualities are imported, the inferior yarns, or "djayndar," the intermediate, and the fine, it is also worked up by the Russian manufacturer into nankeens, but chiefly into fustians. For the latter fabrics the Bokharian yarn is preferred to the English, not alone owing to the high price of the latter, but because the English yarn is too much twisted and too smooth for the friezed surface required. Small quantities of thick yarn are consumed as knitting cotton.

Most of the purchases of yarn are made at Bokhara; very little is imported from Tashkend; nor do the Khivans supply great quantities, for they are themselves purchasers in the Bokharian market, and make use of the yarn in the inferior cotton fabrics of the country.

The price of yarn fluctuates according to circumstances. In Bokhara low quality yarn sells usually at 46*s.* 8*d.*; medium at 56*s.*; and fine at 70*s.*, 79*s.* 4*d.*, 93*s.* 4*d.*, and 116*s.* 8*d.* per cwt. In Khiva low quality yarn sells at 56*s.* and 93*s.* 4*d.*; medium 93*s.* 4*d.* to 121*s.* 4*d.*; and fine at 130*s.* 8*d.* to 149*s.* 4*d.* per cwt.

On the Orenburg line of frontier yarn sold in 1849 at 74*s.* 8*d.* to 107*s.* 4*d.*, and in 1850 at 112*s.* to 130*s.* 8*d.* in exchange for Russian produce, and 20 to 25 per cent. lower for cash.

At Nijni Novgorod fair Bokharian yarn sells at 116*s.* 8*d.* to 113*s.* 4*d.* per cwt.

The imports of yarns between 1840 and 1850 were :—

	Tons.	Declared Value.
		£
From Bokhara	2,250	236,400
Khiva	206	26,167
Kokan	12¾	1,642
Total	2,468¾	264,209

Manufactures in Cotton.—Central Asia supplies the Eastern provinces of Russia with immense quantities of cotton fabrics in the piece, and worked into khalats, or long robes worn by the Mahometan population), coverlets, curtains, girdles, and turbans.

Cotton Fabrics.—" Biaz," a cotton material resembling linen, is manufactured to a considerable extent, and is divided into three sorts: the best, or Bokharian; the medium, or Khivan; and the inferior, or Tashkend.

" *Biaz.*"—The Bokharian " biaz " is brought to the bazaars, and reaches Russia through second hands; it is sold in pieces 12½ to 16¼ yards in length, and 10½ inches in breadth. The best description sells at 1*s.* 6*d.*, and the lowest at 10¾*d.* per piece. A camel's load consists of 400 pieces, and therefore each piece weighs about 1¼ lbs. Although the Tashkend " biaz" is inferior to the Bokharian in finish, material, and measure, it differs but little in price: the value of a piece 14 yards long at Tashkend is 10¾*d.* to 1*s.* 4*d.* The Khivan " biaz " is obtained by the Russian trader in exchange for Russian produce at 16*s.* 3*d.* to 17*s.* 1½*d.* per 10 pieces, or 8*l.* 2*s.* 10*d.* to 9*l.* per 100.

The quantity of these fabrics imported into Russia between 1840 and 1850 amounted to about 1,600,000 pieces of a declared value of 114,450*l.*

Dyed " Biaz."—Blue dyed " biaz," " tendel,"* or " buyak," is bought at Bokhara at 96*s.* to 108*s.*, seldom 120*s.* or 144*s.* per 100 pieces; a lower description of goods, and the " tendel " of Tashkend, are obtained at 84*s.* per 100 pieces of length of 9⅓ to 11 yards, but more frequently 10 yards, with a width of 10½ inches. In Khiva the dyed " biaz " sells in pieces 6¼ to 7¾ yards in length, with a breadth of 14¾ to 17½ inches; its price there is 12*s.* per 8 to 10 pieces; its weight is the same as that of white " biaz." On the Orenburg line of frontier these goods sell at 1*s.* 2¼*d.* to 1*s.* 7½*d.*, and sometimes 1*s.* 9½*d.* per piece. The " biaz " is dyed with indigo. The importations of this class exceeded 1,260,000 pieces, of the value of 32,642*l.*

Printed Cottons.—The native printed cottons of Bokhara, Khiva, and Kokan are also imported into Russia in great quantities. They are produced in Bokhara at about 13*l.* 4*s.* per 100 pieces, first quality; 10*l.* 4*s.* to 12*l.*, second quality; and 6*l.*, third quality. The ordinary price of Tashkend prints is 6*l.* per 100 pieces of 14 yards in length; these native prints are generally 10½ inches in breadth, and 14 to 19 yards long, and each piece weighs about 1¾ lbs.

At Troitsk, when bartered for Russian produce, first quality prints fetch 3*s.* 7*d.*; second quality, 3*s.* 1½*d.* to 3*s.* 3½*d.*; and third quality 3*s.* per piece. Sales for money are effected at a discount of 20 per cent.

The quantity of cotton prints imported into Russia between 1840 and 1850 amounted to above 2,000,000 pieces, of the value of 300,000*l.*

Central Asia also supplies the Mahometan population of Russia with khalats, curtains, coverlets, and girdles.

" Sus " or " alacha," a striped cotton stuff used in the khil'ats, sells in Bokhara at about 2*s.* 4*d.* per 2 pieces of 7 yards, and fetches 3*s.* at Orenburg. The quantity imported amounted to 171,932 pieces, value 11,143*l.*

The total value of cotton, raw and manufactured, imported into Russia from Central Asia between 1840 and 1850 amounted to 1,013,954*l.*

The Silk, raw and manufactured, of Central Asia.—The silkworm is reared in almost every garden in Bokhara, especially in the southern districts. In the Kokan territory, the places most abundant in silk are Namangan and Margaland, and the neighbourhood of Kokan, whence it is also carried to Bokhara in considerable quantities. In the Khivan dominions the silkworm is more extensively cultivated by the Turcomans roving on the banks of the Amu-Daryā, than by the native population.

Russia receives from Central Asia silk in a raw state, and fabrics of pure silk or of silk in combination with other substances. The following are the prices of raw silk:—

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* Indian " sendel" was anciently used in England.

	1st Quality. Per Cwt.	2nd Quality. Per Cwt.
	£ s. £ s.	£ s. £ s.
Bokhara	52 5 to 56 0	45 13
Tashkend	28 0 to 45 13	13 0 to 28 0
Khiva	29 17 to 37 6	20 10 to 29 17

The only fabric of pure silk imported into Russia is a narrow-striped and sometimes single-coloured stuff, of a texture resembling Russian gros-de-Naples. It is manufactured at prices varying from 12*s.* to 6*s.* per piece of 5½ yards, according to quality. It chiefly reaches Russia worked up in khil'ats.

Tashkend supplies handkerchiefs of pure silk, very light in weight, and dyed in various colours. They are produced at 9*d.*, and sold in Russia at 2*s.* 6*d.*, per piece.

Silk fabrics with a cotton woof, and either double or single-faced, are more in demand; they are divided into "banares" or "misri," a stuff with narrow stripes (if the stripes are in colours over a white ground, the material is called "ak-banares," from "ak," white); "bikasap," or stuffs with broad stripes; and "adrias" or "padchai," a fabric of variegated, irregular, and wavy pattern on a plain ground. These stuffs are used in the manufacture of khil'ats, and their prices are as follows: for a quantity required for one khil'at—

	Bokhara.	Tashkend.	Khiva.	Orenburg.
	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.
Banares	12 0 to 18 0	12 0 to 15 0	..	21 0 to 30 0
Bikasap	6 0 to 14 5	8 4 to 10 9	12 0 to 15 0	12 0 to 21 0
Adrias	9 0 to 18 0	10 9 to 12 0	..	18 0 to 27 0

The Central Asiatics have a peculiar mode of dyeing their silks, which is thus described: "The hank of silk is firmly tied round with strong thread in several places, according to the number of colours and the pattern required. The first colour is then imparted to it, the places bound with thread remaining white; these again are successively exposed, and dyed with the necessary colours, whilst the parts that are already dyed are bound up."

The value of the raw silk imported into Russia between 1840 and 1850 amounted to 9,011*l.*; the total value of all silk importations appears to have been 20,691*l.*

Skins, Furs, Hair, and Wool imported from Central Asia.—Russia obtains from Central Asia camels' hair, raw hides, stags' horns, soft peltry, dressed lamb-skins, and a few manufactures in wool.

Camels' hair is a very insignificant item, and sells in Bokhara at about 11*s.* 2*d.* per cwt. Fine goats'-hair is produced in the Kirghiz steppes, and sells in Khiva at 18*s.* 8*d.* and 28*s.* per cwt., in Bokhara at about 28*s.*, and in Tashkend at 7*l.* 4*s.* and 7*l.* 13*s.* per camel's load.

Russia exports the great mass of this produce to Europe, but a portion of it is manufactured in Eastern Russia into socks, gloves, girdles, and shawls, of great beauty and surprising lightness.

The total quantity of goats' hair imported across the Orenburg frontier during the decennial period exceeded 120 tons.

Stags' Horns.—Like goats' and camels' hair, stags' horns are obtained in the Kirghese steppes in exchange for the produce of the Turan. On the Orenburg frontier, stags' horns are bought at 3½*d.* to 5¾*d.* and 8*d.* per piece; they are carried to Nijni Novgorod fair, and thence to Kiakhta. The value of these importations amounted to 1,300*l.*

Raw Hides are also Kirghese productions. Horse and camels' hides are chiefly imported. On the Orenburg line the former fetch 3*s.* and the latter 4*s.* 6*d.*

Furs.—The value of the furs (chiefly fox-skins) imported between 1840 and 1850 amounted to 31,711*l.*

Dressed Lamb-Skins are chiefly brought to Orenburg by Bokharian traders. Between 1840 and 1850 the number of lamb-skins imported amounted to 4,134,977. Their price at Bokhara is 36*s.* per ton of first quality, and 48*s.* to 60*s.* per hundred for common.

Manufactures in Wool.—The Turcomans manufacture carpets, which are imported in small quantities into Russia. The demand for them is not great, a far superior article being produced in Russia. In Khiva carpets sell at 24*s.* to 15*l.*; in Bokhara, 18*s.* to 12*l.*; and in Tashkend, where they are supplied by Bokharians, from 6*s.* to 6*l.* ach. On the Russian frontier they sell at a price not below 15*s.*, nor higher than 3*l.* 15*s.*, according to size.

Girdles, and various other articles of native Asiatic manufacture, find their way into Russia in inconsiderable quantities.

Cashmere Shawls are no longer in fashion in Russia, and are therefore in no reat demand. In the year 1850, 143 shawls were imported into Orenburg and roitsk, of a declared value of 2,585*l.* Great difficulty was, however, experienced n finding purchasers for such costly articles, an *ad valorem* duty of 25 per cent. aving raised their price to about 90*l.* each. Between 1840 and 1850 the declared alue of handkerchiefs and shawls was 24,242*l.* The average price of a shawl was 24*l.* 15*s.*; that of a handkerchief, 7*l.*

Colours and Dye-stuffs.—The most important items under this head are madder, ndigo, and lapis lazuli.

Madder.—Although grown very extensively on the southern frontiers of Russia, adder is also imported from Central Asia, and is fast superseding the use of ochineal. After the madder of Astrakhan, Derbend and trans-Caucasia, or the so-alled Persian madder, the next in quality is that of Kokan, the Bokharian madder s second, and the Khivan is the worst.

Madder is principally grown in the vicinity of Namangan; it is imported by ussian traders, who carry it to Kazan or to the fair of Nijni Novgorod.

The price of madder varies considerably in the native market: in Namangan nd Tashkend it has been sold at 93*s.*, 105*s.*, and 120*s.*, and even 132*s.* per camel oad. In 1849 Central Asiatic madder sold at Nijni Novgorod at 32*s.* 6*d.* for cash and 7*s.* 4*d.* for goods, while Derbend madder fetched 60*s.* per cwt.

The importations of madder amounted to 33,559*l.*

Indigo is in great demand throughout Central Asia, and is supplied from Hin-ustan; the Bengal indigo is considered the best. This is an important article to ussia, and its more extensive introduction is seriously occupying attention. . Nebolsin was told that Bokhara was supplied from Moultan.

In 1849-50 the prices of indigo were as follows:—

		1st Quality.							Medium.			Lowest.		
		£	*s.*	*d.*		£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
okhara	per cwt.	10	5	4	to	11	4	0	8	8	0			
ashkend	,,	..				..			9	6	8	7	9	4

Khiva, one quality only, at 7*l.* 9*s.* 4*d.* per cwt.

The quantity of indigo imported into Russia in 1857 amounted to 56 cwt., of a alue of 1,935*l.*

Lapis Lazuli is found at Badakhshan. Its value is greatly depreciated by the nskilful manner in which it is raised. It is said to have no sale in Badakhshan, ut is carried to Bokhara, where it fetches 6*l.*, 9*l.*, and sometimes 12*l.* per camel load. ery little is imported into Russia.

Tea.—The prices of tea at Bokhara, Khiva, and Tashkend, have already been entioned under "Tea" in the exportations from Russia. A direct trade is now stablished between Chuguchak, in Western China, and Troitsk, from which it is istant about 1,140 miles.

The quantity of black tea imported into Russia in 1841 by Asiatic traders mounted to 3,168 lbs., of the value of about 532*l.* 4*s.*, at an average price of 3*s.* 4*d.* er lb.

Brick tea was imported in 1847 from Tashkend to Troitsk to the amount of ,434 lbs., of the value of 371*l.* 14*s.*, or 1*s.* per lb.

In 1850 the total quantity of tea imported over the Orenburg line of frontier rom the several countries of Central Asia amounted to 91,188 lbs., of the value of ,595*l.*

This tea is obtained from China by the Bokharians chiefly through the traders f Kokan, who have a constant commercial intercourse with Chuguchak, Kuldjei, nd Kashgar. M. Gens, an authority frequently quoted by M. Nebolsin, wrote s follows in 1840: "The Bokharians bring to Orenburg the common black tea hich they obtain from Chinese Turkistan, or rather from the town of Kashgar, hence it is carried by caravans to Bokhara and there sold at a price not exceeding

1*s.* 10*d.* per lb. Its transport to Orenburg amounts to 1½*d.* per lb., and the duty according to the Tariff of 1812 is 1*s.* 6½*d.* more, so that with about 1*d.* per lb. for extra expenses 1 lb. of tea may be said to cost the Bokharian trader 3*s.* 7*d.*; he sells it at 4*s.* 8¼*d.*, making a profit of 30 per cent. This tea is pretty good, but being generally brought in bags is not equal to the tea imported through Kiakhta, which being packed in boxes retains its flavour, and arrives in better order; but the low price at which it is sold will cause it to be in great demand when Russian merchants begin to frequent Bokhara more frequently."

The opening of the Russian market to sea-borne tea, which will take place this spring, may prove to be of the greatest advantage to British tea-merchants; in order, however, to compete with Russian merchants at St. Petersburgh, they must compete successfully with them in the Northern provinces of China where the tea is grown which is preferred by Russians of every class.

It will not be an easy task to overcome the popular prejudice in favour of caravan tea, and in order to remove it, it would be worth while, could it be managed, to prove that tea if properly packed does not lose its flavour when conveyed by sea. Two parcels of the same description of tea hermetically sealed might be sent to St. Petersburgh, the one by sea and the other by land; the quality and flavour of the tea might then be tested by competent judges, and a question would be decided which is likely to exercise a very serious effect on the new trade about to be opened.

Precious Stones and Pearl.—The precious stones imported into Russia are:—

1. Turquoises. The best are the Persian from Nishapur, and the most inferior those from Bokhara; they are not only demanded by Russian jewellers, but to a great extent used in the steppe in the manufacture of earrings, bracelets, and rings, in various articles of female toilet, and in ornamenting saddles, whips, &c.

The quantity imported between 1840 and 1850 amounted to 18,036 lbs. of the value of 17,678*l.*: in this Khiva appears for 300*l.*, and Bokhara for the rest.

2. Cornelian. Though raised in great quantities on the slopes of the Ural mountains, cornelians are occasionally imported into Orenburg from Bokhara and Khiva. The following quantities appear in the Returns for the period between 1840 and 1850:—

	£	*s.*	*d.*
From Khiva to Orenburg, 11¾ lbs.	27	15	0
From Bokhara to Orenburg, 3½ lbs.	3	0	0
From Bokhara to Troitsk, 3½ lbs.	8	14	0

3. Telesia (rubies, amethysts, &c.), rarely brought by the Bokharians. In 1840 6¾ ounces, of the value of 39*l.*, were imported into Orenburg.

4. Pearl, once in great demand, is not imported in any great quantities at present. In the decennial period mentioned the following totals appear:—

	£	*s.*	*d.*
From Khiva, 40 oz. 10 dwts.	354	0	0
From Bokhara, 31 oz.	175	4	0

5. If to these be added the importations of lapis lazuli, already mentioned under the head of colouring matter, the total of precious stones imported into Russia from Central Asia will be 18,559*l.* for the ten years between 1840 and 1850; in this Bokhara appears for 17,856*l.*, and Khiva for the remainder.

Miscellaneous Goods.—The following items are the most deserving of notice under this category:—

Semen Contra.—This is supplied by Bokhara and Kokan; the quantity imported between 1840 and 1850 amounted to 413 cwt., of a declared value of 3,811*l.*

The lower sorts sell at 15*s.* to 18*s.* per camel load (576 lbs.), and the green, or best, seed at 30*s.*

Dried Fruit and Sweetmeats.—Immense quantities of these goods are imported from each of the three Khanats. The dried fruits are raisins, peaches, prunes, walnuts, melons, pistachio nuts, &c. Although prepared in the roughest manner, and tasteless to a degree, these commodities are in great demand in the border region. In Khiva, Bokhara, and Kokan, dried fruits sell at 24*s.*, 30*s.* to 36*s.* per cwt. At Orenburg they only fetched 18*s.* 8*d.* to 28*s.* per cwt. in 1850; the ordinary price, however, is 42*s.* to 46*s.* 8*d.* per cwt.

The value of these importations in 1850 amounted to 17,113*l.*

Rice.—The prices of rice are as follows:—Khiva, 4*s.* 6*d.* to 7*s.* per cwt.; Bokhara, 7*s.* to 8*s.* 2*d.* per cwt.

It is seldom imported by the Russian trader, owing to the cost of transport, and is only brought in small quantities by the Asiatic traders. The importation of rice between 1840 and 1850 amounted in value to 1,666*l.*

Oil of Sesamum is sometimes brought from Bokhara: the sesamum plant is particularly abundant in Khiva, and is much used as food for camels by caravans proceeding to Merv at Khiva; the oil sells at 15*s.* 6*d.* per cwt., and the seed fetches 9*s.* 4*d.* per cwt. in Bokhara.

Pepper, which reaches Khiva from Persia and Bokhara, and Tashkend from India by way of Cabul, sells at Bokhara at 56*s.*, at Tashkend at 46*s.* 8*d.* to 56*s.*, and in Khiva at 74*s.* to 84*s.* per cwt.

Tobacco is sometimes imported by the Bokharians and Khivans, but its quality is very inferior.

Chinese Porcelain of rough workmanship, cheap in price, but well adapted for the use of the Mahometan, is likewise occasionally imported. These goods are chiefly consumed in the Kirghiz steppe.

Many other items occur as Russian importations from Central Asia, but their respective values are too insignificant to merit attention. The aggregate of the importation of goods under the head of miscellaneous amounted between 1840 and 1850 to 28,057*l.*

(No. 1.)—TABLE of the Trade between Russia and the countries of Central Asia, for the decennial period from 1840 to 1850.

EXPORTED.

	Bokhara.	Khiva.	Kokan.	Total.
	£	£	£	£
Specie, gold and silver	213,969	15,210	375	229,554
Copper	45,776	1,856	2,043	49,675
Iron, hardware, various metals	82,127	9,331	10,979	102,437
Cotton, manufactures in	156,707	58,915	7,559	223,181
Wool, ditto..	50,467	25,869	1,976	78,312
Silk, ditto	10,550	4,799	71	15,420
Leather	81,543	37,921	4,069	123,533
Wooden ware	8,595	460	826	9,881
Dye-stuffs and colours	48,635	17,904	693	67,232
Miscellaneous goods	85,416	27,567	2,031	115,012
Total	783,785	199,830	30,622	1,014,237

IMPORTED.

	Bokhara.	Khiva.	Kokan.	Total.
	£	£	£	£
Cotton, raw and twist	333,177	76,255	2,718	412,150
,, manufactures in	498,622	88,960	14,180	601,802
Silk, raw, and manufactures in	17,443	3,088	160	20,691
Wool, manufactures in	428	1,322	52	1,802
Madder	7,351	26,201	7	33,559
Furs, lamb-skins	151,773	6,297	1,995	160,065
Precious stones and pearl	17,856	703	..	18,559
Fruit, dried	27,784	2,147	16,883	44,814
Shawls, Cashmere	24,242	..	..	24,242
Miscellaneous goods	19,664	4,452	3,941	28,057
Total	1,096,380	209,425	39,936	1,345,741

(No. 2.)—TABLE of Trade between Russia and the Countries of Central Asia for the decennial period from 1850 and 1859 inclusive.

EXPORTED.

	Bokhara.	Khiva.	Kokan.	Total.
	£	£	£	£
Copper	11,586	1,470	..	13,056
Iron, hardware, and various metals ..	117,474	6,816	232	124,522
Cotton, manufactures in	354,516	31,844	13,541	399,901
Wool, ditto	43,752	5,473	1,409	50,634
Silk, ditto	7,001	1,918	114	9,033
Leather	72,904	13,893	1,701	88,498
Wooden ware	4,084	601	103	4,788
Dye-stuffs and colours	50,803	14,588	385	65,776
Miscellaneous goods	170,789	15,039	5,215	191,043
Total	832,909	91,242	22,700	947,251

IMPORTED.

	Bokhara.	Khiva.	Kokan.	Total.
	£	£	£	£
Cotton, raw and twist	648,177	169,571	133	817,881
„ manufactures in	495,458	76,216	13,862	585,536
Silk, raw and manufactured	70,713	12,702	1,193	84,608
Wool, ditto	16,426	6,567	387	23,380
Madder	5,870	75,727	..	81,597
Fur, lamb-skins, &c.	208,602	6,693	55	215,350
Dried fruit	38,969	14,480	2,096	55,545
Miscellaneous	123,722	13,833	995	138,550
Total	1,607,937	375,789	18,731	1,902,447

Showing a difference in favour of Central Asiatic productions of 50·2 per cent.

(No. 3.)—COMPARATIVE STATEMENT of the Value of Exports from Russia to Central Asia, for the periods 1840 to 1850 and 1850 to 1859.

	1840 to 1850.	1850 to 1859.	
	£	£	
Copper	49,675 13 056	13,056	
	36,619	..	−73·7
Iron, and manufactures in	102,437	124,522 102,437	
		22,085	+21·5
Wool, and manufactures in	78,312 50,634	50,634	
	27,778	..	−35·4
Silk, and manufactures in	15,420 9,038	9,038	
	6,389	..	−41·4
Leather	123,533 88,498	88,498	
	35,035	..	−28·4
Wooden wares	9,881 4,788	4,788	
	5,093	..	−51·5
Dye stuffs..	67,232 65,776	65,776	
	1,456	..	−2·1
Cotton, and manufactures in	223,181	399,901 223,181	
		176,720	+79·2

(No. 4.)—Comparative Statement of the Value of Imports from Central Asia into Russia for the periods 1840 to 1850 and 1850 to 1859.

	1840 to 1850.	1850 to 1859.	
	£	£	
Cotton, raw and twist	412,150	817,881 412,150	
		405,731	+98·4
Cotton manufactures	601,802 585,536	585,536	
	16,266	..	−2·8
Silk, raw and manufactured	20,691	84,608 20,691	
		63,917	+24·4
Wool, raw and manufactured	1,802	23,380 1,802	
		21,578	+92·3
Madder	33,559	81,597 33,559	
		48,038	+58·9
Furs, &c.	160,065	215,350 160,065	
		55,285	+25·7
Dried fruit	44,814	55,545 44,814	
		10,731	+19·3
Miscellaneous	28,057	138,550 28,057	
		110,483	+79·8

From the statements and calculations contained in this paper it will be seen that the Russian woollens, cottons, and hardware, hitherto supplied to Central Asia, are declining in favour under the development of trade, civilization, and riches, and that in time they will probably succumb under increased competition with British manufactures.

In order to judge how far this conclusion is justified, it is necessary, in the first place, to consider the growth of the trade between Russia and Central Asia; and, in the second, to ascertain whether this extension is attributable to an increased demand for the manufactures of Russia, or to the proportionably greater demand for the produce of Central Asia.

With regard, then, to the extent of this trade the foregoing Table No. 1 shows that the total importations from Central Asia between the years 1840 and 1850 amounted to 1,345,741*l.*, and the exportations to 1,014,237*l.*, leaving a gross balance of 331,504*l.*, or, excluding specie and bullion, a net excess of 561,058*l.* in favour of Central Asiatic productions.

The ratio of increase in favour of Central Asia is, however, much more remarkable in the lesser period between the years 1850 to 1859, as shown in Table No. 2, while the decrease in the exportations from Russia to Central Asia is still more extraordinary; the importations from Central Asia having amounted during that period to 1,902,447*l.*, and the exportations, excluding bullion, to 947,251*l.*, leaving an excess of 955,196*l.* in favour of Central Asiatic productions.

From the comparative statement of the trade of the two periods contained in the Table No. 3 it will be seen that, with the exceptions of cotton manufactures and iron, a great diminution has taken place in every article of exportation from Russia to Central Asia; while in the imports from Central Asia into Russia every article except cotton manufactures has largely increased.

The article which shows the greatest increase is raw cotton, which was chiefly owing to the effect of the strict blockade of the Russian ports during the Crimean war. The importation of cotton from all parts of Central Asia has increased twenty-one fold within the last ten years; in 1850 it only amounted to 4,833 poods (173,988 lbs.); but since that period the importation has rapidly increased, having reached in 1855, 155,753 poods (5,607,108 lbs.). The importation of cotton from Bokhara alone, which in 1853 amounted to 39,451 poods, value 171,015 silver roubles, had increased in 1858 to 140,692 poods, value 542,205 silver roubles. This increase in the trade of Bokhara is, however, partly due to the facilities which have been granted to the importation of Bokhara cotton into Russia by the abolition of the quarantine dues, in return for which concessions have also been made in favour of Russian produce imported into Bokhara. Another circumstance worthy of remark is the almost entire cessation of trade between Russia and Kokan which has taken place since 1853, owing to the hostilities which are being continually carried on upon the Sīr-Daryā, of which little is known except by the occasional announcement in the Russian newspapers of the destruction of a Kokanese fort by the Russian force upon that river.

The growing excess of imports over exports demonstrates that the development of the trade is due to the increased demand from Russia, where the cotton and other productions of Asia are more urgently needed than are Russian manufactures in Bokhara, Khiva, and Kokan.

While Russia continues to be a customer for the produce of Central Asia, some of her manufactures must find a sale to a certain extent in Turan; but it will be chiefly in leather, furs, and metals, which the trader who brings cotton to the Russian market will naturally purchase rather than perform the return journey with unladen camels. The carriage of such heavy materials, which would otherwise so considerably enhance their price, may be said to cost the trader comparatively little, for his camels have in any case to return.

The leather and metals of Russia are at the same time articles of deserved reputation in Central Asia, and more distant countries are unable to supply them at the same price, while the cottons, woollens, knives, needles, and other light hardware of England may be brought to the Central Asiatic market from India and Persia at no greater expense than similar manufactures from Russia, which, having to compete solely with quality, must necessarily lose ground.

It is in this light that we must regard the increase of exportation from Russia, and were the statistics of the trade from India and Persia obtainable, they would no doubt show a much greater increase of the demand in Central Asia for British cottons, woollens, and hardware, paid out of the balance of the trade with Russia. And it is the more important to observe the growing excess of imports over exports in the trade with Central Asia, because it occurs in the balances between Russia and all other Asiatics countries (Turkey in Asia excepted) where British manufactures have gained ground.

The profitable export trade which Russia once carried on with Persia dwindled away under similar symptoms on meeting German and English competitors, while in the once extensive trade with China the manufactures of Russia pay but a very small portion of the importation since the abolition of the barter system, and a relaxation of the restriction on the importation of specie.

It is therefore evident from the foregoing data that the demand for Russian productions does not keep pace with the increase of wealth in Central Asia, and that there is a considerable surplus balance of roubles for investment in the much prized, though, as yet, too inaccessible fabrics and cutlery of England.

With a little attention to the peculiar tastes of the Central Asiatics, combined with greater facilities of transit, British manufactures have every chance of obtaining possession of an extensive and improving market in which hitherto Russian productions have almost reigned supreme.

Russia, whilst encircling Turan, is at the same time losing it as a permanent market for her industrial produce. Her coarse manufactures have only held their ground so long in Asia from their extreme cheapness; while the Central Asiatics were poor they were glad to have a low-priced article, however inferior, but now the day is approaching when in Russian cottons, woollens, and hardware they will neither find cheapness nor quality, for it is the opinion of competent authorities that the great act of the emancipation of the serfs in Russia must undoubtedly prejudice the Russian export trade with Central Asia, China, and Persia.

From what has been stated with regard to Russian manufactures, it is evident how much their production has hitherto been dependent on serf labour, and it will be a subject of great interest to ascertain how far the industry of this country is likely to be affected by the emancipation of the peasantry. At present, however, no data exist upon which anything like a correct opinion can be formed; one thing alone seems certain, which is, that serf emancipation, by enhancing very considerably the cost of labour and of commodities generally, will render it impossible for

Russia to produce at anything like their former prices the manufactures she now supplies to Central Asia and China, and which England, Germany, and Switzerland will now be called upon to replace. Under these circumstances the development of British intercourse with the countries of Central Asia should be promoted in the most earnest manner by improved roads, extended railroads, and increased navigation of the rivers of India, which will render those countries more accessible than they are at present.

I have, &c.
(Signed) J. SAVILE LUMLEY.

Frankfort.

Report by Mr. Hamilton, Her Majesty's Secretary of Legation.

Frankfort, January 25, 1862.

Finance.

MONEY has been as abundant during the past six months as in the preceding half of the year, and the increased rate of discount to 4 per cent. was little more than nominal, and simply adopted as a measure of precaution in view of the existing position of the exchanges of Paris and London. In truth, first-class paper was at all times readily discounted at 3¼ per cent., and second-class at 3½ to 3¾ per cent. by the leading houses at Frankfort, which were generally the purchasers.

Towards the close of each year the transactions of the Stock Exchange at Frankfort are invariably of an animated and lively description. The large sums that have been advanced from Frankfort to the traders and merchants of all descriptions in the centre and south of Germany now find their way back again, and to this heavy aggregate must still be added the money destined by capitalists and others for investment. Thus the Stock Exchange becomes towards September and October the centre of immense money transactions of a thoroughly solid character. Indeed, there is perhaps no Exchange in Europe where wild and reckless speculation has less scope than at Frankfort.

At this busy period there is ever a large quantity of capital to be disposed of, arising out of the coupons of the different loans which fall due. The single house of Rothschild and Co. pays many millions of florins, and the capital thus thrown into the market is necessarily invested either in shares and loans of old standing, or in those more recently contracted.

Amongst the latter the Nassau 4½ per cent. loan, the 12,000,000 loan, also at 4½ per cent., of the Canton of Berne, and the West Bohemian Railway shares at 5 per cent., have been of late most eagerly sought by capitalists whilst the Geneva Canton loan at 5 per cent., and other little loans, appear to be in very slight demand.

In bills of exchange there has been nothing out of the ordinary course, the first houses at Frankfort being always the purchasers. The very exceptional condition of the Bank of Vienna, and the consequent depreciation of its issues, are regarded by the great financiers here as the cause of the heavy fall in Austrian paper, nor is it yet believed that any great amelioration will occur until the important question of the better regulation of the Austrian finances is decided. I think the recent policy of Austria towards its Hungarian subjects might account in some degree at least for the depression above alluded to; but such apparently is not the view of those who exercise a commanding influence on the money market in this city.

The trade in silver and gold in bars has been most limited, and the prices have scarcely ever varied.

Public Credit.

Nothing has occurred to depreciate the public credit of Frankfort since my last Report. The solid bases on which all the great houses are established are the surest guarantee for the public credit.

Commerce.

The impending Treaty between France and Germany (the Zollverein) has necessarily been the subject of earnest discussion on all sides. Conflicting interests have been brought into play, and both prejudice and passion excited to an unusual extent amongst a people so phlegmatic as the Germans.

It has been contended on the one hand that any reduction of duties by the Zollverein would inevitably be prejudicial to Germany, which has but few articles to offer to France, and could never dream of contending successfully with England. On the other hand, it has been asserted that even under the present prohibitory regulations, which exclude from the French market a great number of products, the actual commerce between France and Germany, represented in 1859, in importations and exportations, no less a sum than 254,500,000 francs—a sufficiently convincing proof that Germany had really a great deal to offer to France, and would, consequently, largely benefit by a revision of the Tariff and a more liberal Custom-house system.

The adherents of each side are numerous and apparently not very unequally divided; nearly all the States comprising the Zollverein profess a desire for a revision of the Tariff, but hardly two can agree as to how that revision is to be effected. At the present moment the utmost uncertainty prevails, and propositions and counter-propositions are the order of the day.

Manufactures.

Frankfort manufactures but few articles worthy of note, and therefore offers no scope for remark, as I have in previous Reports fully stated the nature of the few manufactories here. They are busily preparing for the Great Exhibition, and it appears to give universal satisfaction that on this occasion, instead of each State having its separate commission, there will be one general Zollverein Exhibition.

Agriculture.

The harvest has been a good one. The yield of fruit very limited; indeed, so much so as to have a marked effect on the cider trade at Frankfort, which is very considerable. This beverage is exported to Berlin, and sometimes to Constantinople. Very serious mischief has been caused this year by the mice, which have appeared in enormous numbers all over the land. To what cause is to be attributed the unusual swarm of these vermin no one can say, but the farmers assert that such myriads were never before seen, and they contemplate the future with gloom, seeing no prospect of ridding the land of these destructive animals. Many poor people made a good living by the reward paid for killing a certain number of mice, but it is to be feared that they are increasing too rapidly for any hope of wholesale destruction.

Hops have been very dear in consequence of the large exportations to France. The Frankfort brewers, who it must be admitted brew excellent beer, are of opinion that they might do a good trade with our Colonies, which consume so largely of that article. Hence samples are being prepared for transmission to the Exhibition, when it will be seen whether the Frankfort beer is or is not suited for colonial consumption.

Vintage.

Though considerable damage was caused to the vines by the severe frost in the early part of the year, yet it is generally believed the quality of the wine will prove to be equal if not superior to that of 1857.

Leather Trade.

The trade in leather surpassed all expectations during the Autumn fair at Frankfort. The demand was far greater than the supply, and many wholesale dealers were utterly unable to complete their purchases. No sooner had the several ots arrived than they were eagerly seized upon, and purchased at nearly the same nigh rates which ruled at the fair in Easter, namely :—

	Rix-dollars* per cwt.		Rix-dollars* per cwt.
Deerskins, 1st quality	62 to 66	Neats leather, 1st quality ..	58 to 64
„ 2nd „	56 to 60	„ 2nd „ ..	52 to 56

* 1 Rix-dollar = 2*s.* 6*d.*

The above prices, I am told, though nominally the same as at Easter, are scarcely so remunerative to the dealer, inasmuch as the summer drying in comparison with that of spring makes a difference as against the seller of from 15 to 20 per cent.

The following Table shows the quantities of sole-leather put up to sale :—

	Easter Fair, 1861.			Autumn Fair, 1861.		
	Loads.		lbs.	Loads.		lbs.
Lot 1	2,356	equal to	412,649	1,983	equal to	320,691
„ 2	2,775	„	445,933	2,472	„	389,783
„ 3	1,924	„	339,821	1,904	„	313,937
Total	7,035	„	1,198,403	6,359	„	1,024,411
	6,359		1,024,411			
	676		173,992			

Thus showing a decrease in the sale of sole-leather at the Autumn fair of 676 oads, or 173,992 lbs., when compared with the previous Spring fair.

The trade with upper-leather was as flourishing as that of sole-leather, and articipated in the high rates obtained, as shown in the following statement :—

	Rix-dollars per cwt.
Brown calf	95 to 105
Black „	80 to 85
Neat leather	55 to 60

Upper-leather put up to sale—

	lbs.
Easter Fair, 1861	300,134
Autumn Fair, 1861	277,519
	22,615

Being a decrease in the sale of upper-leather at the Autumn fair of 22,615 lbs., when compared with the previous Easter fair.

I have been furnished with a memorandum of the number of sellers who ttended the fair from the different German States, and as it may not be without nterest, I herewith annex it :—

rom Prussia	122
Wurtemberg	23
Bavaria	23
Grand Duchy of Hesse	57
Electorate of Hesse	65
Baden	22
From Nassau	46
Luxemburg..	36
Oldenburg	5
Total	397

Tobacco.

The tobacco crop this year has only been a middling one in consequence of the lryness of the season.

Frankfort Bank.

The Table annexed is a synopsis of the business of the Bank, showing by—

No. 1. An increase of 13 per cent. in the circulation of the notes of the Bank irom the 31st December, 1855, to the 31st August, 1861.

No. 2. An increase of 1½ per cent. of notes exchanged against securities.

No. 3. An increase of 3 and a fraction per cent. of notes exchanged against oullion.

SYNOPSIS of the Business of the Bank of Frankfort.

No. 1.—Circulation of Frankfort Bank Notes, with their respective Values.

	Notes of						
	500 florins.	100 florins.	50 florins.	35 florins.	10 florins.	5 florins.	Total.
1855, December 31 ..	4,104	10,794	..	..	96,919	..	4,100,590
1856	2,735	25,297	9,295	70	228,708	98,418	7,143,570
1857	3,795	28,181	9,551	35	310,754	92,701	8,765,420
1858	4,597	35,725	9,593	9	533,621	96,398	12,169,165
1859	6,104	44,016	17,668	3	534,925	98,730	14,180,005
1860, August 31 ..	8,885	50,547	19,194	1	609,685	99,633	17,051,950

No. 2.—Notes exchanged against Securities.

1856	4,093	20,472	4,866	35	21,779	5,252	4,582,275
1857	4,207	25,874	4,935	48	38,529	9,883	5,374 035
1858	5,036	28,619	5,673	..	44,935	9,464	6,160,220
1859	4,641	27,764	9,491	..	48,717	11,971	6,118,475

No. 3.—Notes exchanged against Bullion.

1856	805	3,585	1,948	447	67,191	53,276	1,812.335
1857	1,283	4,295	3,143	305	102,763	76,073	2,646,820
1858	1,426	7,812	4,119	..	126,879	75,145	3,344,665
1859	5,089	11,660	3,791	31	106,718	75,707	5,346,850

(Signed) FRE^{c}. HAMILTON.

Austria.

Mr. Fane, Her Majesty's Secretary of Embassy, to Lord Bloomfield.

My Lord, *Vienna, February* 1, 1862.

I PURPOSE in the present Report to return to the consideration of the financial condition of the Empire. The importance of the subject, and the publicity recently given to fiscal details of a highly interesting character, will account for my resuming an inquiry with which it has been my duty to deal so frequently on former occasions. I propose in the present instance to examine the question briefly under three separate heads :—

I. I will, in the first place, pass in review the results presented by the State Budgets during the last five years before proceeding to examine the prospective Budget which has been framed to meet the anticipated exigencies of the current year.

II. In the second place, I will give a sketch of the actual condition of the National Bank, and of the relations which have subsisted in the past, and of those which it is proposed to establish for the future, between it and the State.

III. I will give a brief abstract of the National Debt, showing the amount to which it has attained, according to the best accessible data, up to the present date.

The nature of the inquiry will not permit me to escape from a considerable array of figures; but I have purposely simplified the Tables I have given, and have restricted them as far as was compatible with the attainment of clear exposition.

I should premise that the financial year commences in Austria on the 1st of November. I may also observe, in this place, that in all cases where I have appended to sums of Austrian money their approximate equivalents in English money, I have done so without reference to the course of exchange, it being impossible to make frequent reference to a constantly fluctuating standard of relative values in speaking of financial operations which extend over a considerable period of time, and bear a prospective as well as retrospective character.

I. The revenues of the Empire in the year 1857 amounted to 298,295,847 florins (in round numbers 29,800,000*l.*), and the expenditure to 340,829,715 florins (34,000,000*l.*), showing a deficit of 42,533,868 florins (4,200,000*l.*).

In the year 1858 the revenues amounted to 282,540,723 florins (28,000,000*l.*), and the expenditure to 319,022,584 florins (31,900,000*l.*), showing a deficit of 36,481,861 florins (3,600,000*l.*). The deficit was, therefore, less than that of the preceding year by 6,052,007 florins (600,000*l.*).

In the year 1859 (the year of the war in Italy) the revenues amounted to 273,406,000 florins (27,300,000*l.*), while the expenditure rose to 517,467,000 florins (51,700,000*l.*), showing a deficit of 244,061,000 florins (24,400,000*l.*), being an augmentation over the deficit of the preceding year of 207,579,139 florins (20,700,000*l.*).

In the year 1860 the revenues amounted to 301,589,000 florins (30,100,000*l.*), and the expenditure to 344,554,000 florins (34,400,000*l.*), showing a deficit of 42,965,000 florins, which the Minister of Finance stated to the Reichsrath was further augmented to a total of 65,062,000 florins (6,500,000*l.*) The deficit of the year, therefore, while it fell short of that it presented in the exceptional year 1859 by 179,000,000 florins, exceeded that of the year 1858 by 28,580,139 florins (2,800,000*l.*)

Before entering upon a consideration of the fiscal results of the year 1861, which formed a portion of the Budget recently laid before the Reichsrath, and which will therefore demand a more detailed notice, I may recapitulate in a short Table the deficits presented by the four years which have been already reviewed:—

	Florins.		Florins.
1857, amount of deficit	42,533,868	1859, amount of deficit	244,061,000
1858, " "	36,481,861	1860, " "	65,062,000

The anticipated deficit of the year 1861 was computed, in the Budget laid before the enlarged Reichsrath in 1860, at 40,000,000 florins. In laying the actual results of that year before the Reichsrath on the 17th ultimo, the Minister of Finance stated that the anticipated deficit had been very considerably overstepped. The exigencies of the Army had surpassed the estimate he had formed of them by 50,000,000 florins,* and in like manner the expenses of the Navy had proved nearly double its estimated cost;† other items in the expenses of the State had also exceeded the limits he had assigned to them, and altogether the expenditure of the State had surpassed the Minister's estimate by 59,000,000 florins; on the other hand, the revenues of the State had fallen below their estimated value by 10,000,000 florins. By adding these 10,000,000, representing the deficiency of estimated income, to the 59,000,000 representing the excess of estimated expenditure, it resulted that the actual requirements of the State had surpassed by 69,000,000 florins the sum prospectively fixed for their satisfaction, that is, to the anticipated deficit of the year, namely, 40,500,000 florins, must be added 69,000,000 florins; giving an actual deficit of 109,500,000 florins (10,900,000*l.*)

The above deficit has been covered in the following manner:—

	Florins.		Florins.
By compensation on Lombard debt ..	21,000,000	By further addition to floating debt ..	10,000,000
By proceeds of Loan of 1860	12,600,000	By extraordinary receipts	1,500,000
Ditto ditto 1861	26,400,000		
By issue of mortgage bonds	22,000,000		105,500,000
By issue of bank notes	12,000,000		

Leaving a surplus to be provided for of 4,000,000 florins which were paid out of moneys in the Imperial Exchequer.

The Estimates prepared for the current year (1862) are stated by the Government to be purely conjectural; they are based on the assumption that circumstances will permit of the reduction of the Army to a peace footing, and of an economical administration of the Naval Department. If these conditions are satisfied the results which both sides of the National Account will present at the end of the year are estimated by the Government as follows:—

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* The estimate for the Army was 100,000,000 florins, and its actual cost 150,000,000 florins.

† The estimate for the Navy was 7,500,000 florins, and its actual cost nearly 15,000,000 florins.

REVENUE.

	Florins.
Direct taxes	105,640,400
Indirect taxes	176,560,700
Revenue from State properties	7.474,500
Miscellaneous receipts	6,924,200
Total Receipts (29,600,000*l.*)	296,599,800

EXPENDITURE.

		Florins.
Civil Administration and Imperial Court		99,755,000
Army and Navy, together*		108,476,000
Exigencies of National Debt:—		
1. Interest	106,237,000	
2. Redemption	18,300,000	
		124.537,000
Subvention, guarantees of interest, and allowance for loss by exchange		21,818,000
Total Expenditure	(35,400,000*l.*)	354,586,000
Deduct Revenue		296,599,800
Deficit	(5,700,000*l.*)	57,986,200

Such is the amount of the deficit anticipated if the conditions above specified should be fulfilled; if, on the other hand, the Army is maintained throughout the year on its present footing, a sum of 45,000,000 florins in excess of the Estimates will be required on its account, and a further sum of 7,200,000 florins will be required in excess of the Estimates for the Navy, if the expenses in that Department do not admit of reduction during the year. The Government, therefore, have declared that upon these two items alone the anticipated deficit, that is, 57,986,200 florins, may be increased by 52,200,000 florins, making a total deficit of 110,186,200 florins (11,000,000*l.*)

There remains for consideration the question as to how this deficit at the end of the year is to be covered. The Government may be said to have indicated the resources which may be made available for this purpose, rather than to have stated any definite resolution as to the measures they propose to adopt. The plan suggested by the Minister of Finance is, that the necessary funds should be realized partly by an increase of taxation, and partly by the employment of the hitherto unissued portions of State loans. The Minister stated that, in the opinion of the Government, the development of the material resources of the Empire was of a nature to encourage the expectation that they would bear, without detriment, an increase of taxation; and he expressed a hope that the taxes already in force might be re-adjusted so as to equalize their incidence and increase their productiveness.

While abstaining from a calculation of the proceeds likely to accrue from these sources, the Minister acknowledged that the anticipated deficit was far too large to be covered by operating only in this direction. He then proceeded to remind the House that the greater portion of the (English) loan for 6,000,000*l.* of the year 1859, and of the loan for 200,000,000 florins of the year 1860, was still unissued. Of the former, a portion equal to 3,000,000*l.*, and of the latter, a portion representing 123,000,000 florins, were deposited in the National Bank as security for debts owing to that establishment by the State; and if these securities, or a part of them, could be withdrawn from the Bank, they might be made available for meeting such portion of the deficit as should remain uncovered at the end of the year. It will not be possible to render intelligible the manner in which the Government propose to effect this transaction without entering into an examination of the general circumstances and actual position of the National Bank; and this brings me to the second branch of my subject.

II. The Charter of the National Bank being about to expire, the Government have to consider on what terms the renewal of its privileges should be granted. Before proceeding to state the conditions upon which the Government propose to renew the Charter of the establishment, I may insert here a brief statement of the account of the National Bank, which I have condensed from the Returns made up to the present day. I should premise that the Bank is the only establishment which is authorized to issue notes, and that its credit is closely allied to that of the State itself, which is indebted to it at the present moment in a sum of 250,000,000 florins. It will be seen that the amount of its notes in circulation is 464,896,080 lorins, while the amount of cash and bullion actually in hand is but 99,137,795 lorins, to which may be added 1,100,182 florins, being the amount of the bills of xchange in hand on foreign countries payable in cash, and considered, therefore, s part of the available specie of the Bank.

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* The proportion is about 100,000,000 florins for the army, and 8,000,000 florins for the navy.

It will be recollected that the cash payment of bank-notes is suspended *ine die.*

National Bank of Austria, January 31, 1862.

Creditor.	Austrian currency.	Debtor.	Austrian Currency.
	Florins.		Florins.
ash and bullion	99,137,795	Capital of the Bank.	109,384,590
oreign bills of exchange	1,100,182	Reserve fund	10,873,792
ebt of Lombardo-Venetian Railway Company	28,000,000	Notes in circulation	464,896,080
		Bank post bills	796,139
dvances to Treasury on deposit of foreign bills, &c., at par	5,629,381	Due to the Treasury	2,873,768
		" Pfand-briefe " (mortgage-bonds in circulation	33,723,430
iscounted bills	58,478,208	Pension fund	1,240,464
dvances on public securities.. ..	54,287,300		
dvances on landed property.. ..	56,776,999		
ebts from the State	249,314,092		
ue on sales of State properties ..	1,547,960		
and redemption bonds (" Grundentlastungs-Obligationen ")	20,594,951		
eposit of effects of late Sinking fund ..	31,811,090		
eserve fund	10,871,892		
ension fund	1,356,728		
roperty in Vienna, Pesth, &c. ..	4,421,909		
lances due on current account ..	459,770		
Total	623,788,265*	Total	623,788,265

* Fractions have been omitted throughout for the sake of brevity.

The amount of notes actually in circulation is unnaturally large, and altogether t of proportion to the requirements of commerce. The over-issue is chiefly due the Government having been forced to have recourse to this expedient to raise nds, in default of being able to increase the taxes or contract a new loan. This owal was made by the Minister of Finance to the Reichsrath in speaking of the ormous depreciation of the currency; and it will be seen that among the Articles Agreement on which it is proposed to renew the contract between the State and e Bank, there is one which contemplates the possibility of withdrawing a portion the notes actually in circulation. The Articles of proposed Agreement are as llows :—

1. The privilege of the Bank is extended for a specified term of years (probably 1890).

2. The debts of the State to the Bank are :—

(*a.*) 41,308,000 florins, funded debt for the redemption of the Wiener-währung rrency.

(*b.*) 20,000,000 florins, silver-loan for which the Bank holds, as security, 000,000*l.* of the English loan of 1859.

(*c.*) 89,726,139 florins, loan for which a mortgage is held on properties of the ate.

(*d.*) 99,000,000 florins, loan for which the Bank holds, as security, 123,000,000 rins of the loan of 1860.

The loan (*a*) will be paid off by instalments at the periods already fixed by reement, and will be wholly redeemed by 1870.

3. The loan (*b*) will be paid off in twenty monthly instalments, dating from the y on which the new contract between the State and the Bank is signed. In urn for such monthly payments the State will receive back from the Bank oportional parts of the English loan deposited as security.

4. Of the loans (*c*) and (*d*), amounting together in round numbers to 189,000,000 rins, a portion equal to 80,000,000 florins shall remain as a permanent debt of the ate to the Bank during the term of the renewed Charter. It will bear interest at

2 per cent., and will be paid off by instalments during the last five years of the Bank-Charter (from 1886 to 1890).

5. To the liquidation of the remainder of the State debt a portion equal to 33,000,000 florins of the loan of 1860 (now held as security by the Bank) shall be applied, and the annual produce of the sale of State domains will be employed for the same purpose.

6. The remaining portion (90,000,000 florins) of the loan of 1860 will be restored by the Bank to the State.

7. The National Bank engages to realize, within a period to be fixed, all other effects deposited by the State as security for its debt.

8. The funds accruing from the indicated payments of the State, from the proceeds of that portion of the loan of 1860 abandoned to the Bank, and from the realization of the effects of the Bank, will be employed in withdrawing a portion of the bank-notes actually in circulation.

9. The authority granted in 1859 to the Bank to issue notes to triple the amount of the metallic reserve will be limited to a fixed sum. Notes issued above that sum must be entirely covered by the reserve.

10. The fulfilment of this contract between the State and the Bank will be carried on under the superintendence of the Commission appointed by the Reichsrath to control the national debt.

The above ten Articles form the project of Agreement which the Government propose to conclude with the National Bank. They may very probably be changed both as to form and character during the negotiation between the Ministry of Finance and the Bank authorities; but they embody, in the form in which I have given them, the conditions upon which the Minister of Finance is prepared to recommend the extension of the Bank Charter. These conditions are, doubtless, open to keen criticism. It may be asked from what sources, in the present exhausted state of the Exchequer, the funds necessary to meet the instalments of debt to be paid monthly to the Bank are to be derived; and it may be doubted whether the authorities of the Bank will be willing to acquiesce in the arrangement which proposes to render permanent a debt of 80,000,000 florins from the State. Other grave objections might be raised to the proposed conditions on financial grounds, but the same might be said with equal truth of any arrangement which aims at covering a large deficit in the absence of the legitimate means for attaining that object, since no amount of fiscal legerdemain will avail to reverse the principle *Ex nihilo nil.* It will be observed, however, that, if the proposed contract wit the Bank is carried into effect, the Government will have succeeded in recovering large portion of the loans of 1859 and 1860, which, it is to be presumed, they wil endeavour to employ in covering the deficit at the end of the year.

III. I come now to the third branch of my inquiry, which concerns the Nationa Debt. I have treated this subject in detail on former occasions, and it will only b necessary, before submitting a Table which I have prepared showing the presen amount of the debt, to offer here a brief enumeration of the items which have bee added to the liabilities of the State since I last reported upon them.

The latest official statistics show the amount of the debt on the 30th of Apri 1860. The Commissioners reported that up to that day the general debt amounte to 2,269,295,218 florins, Austrian currency; the Lombardo-Venetian debt t 69,909,539 florins, viz., 42,255,729 florins on account of the old (Monte) debt, which the Italian Government assumed three-fifths, and 27,653,810 florins on accour of the new debt of 1859; and that the separate "Grundentlastungs-Schuld" (de for the redemption of the feudal charges upon land) amounted to 506,947,124 florin In order to arrive at the amount of the debt up to the present date there must added to the foregoing items the loan of 1861 for 30,000,000 florins, and the rece issue of "kreutzer" bank-notes for 12,000,000 florins. There must also be add that portion of the loan of 1860 which has been actually issued subsequently the latest Report of the Commission on the public debt, and of which, therefore, official account has yet been given. The original loan was for 200,000,000 florin and it has already been shown that a portion of it, equal to 123,000,000 florins, held by the National Bank as security for debts from the State. The actual iss consists of the residue of the loan, amounting, in round numbers, to 70,000,0 florins.

It will be observed that in the subjoined Table I have followed the example the Commissioners in keeping the "Grundentlastungs-Schuld" separate from t rest of the debt; this separation is officially maintained on the ground that the liability in question belongs properly to the respective provinces, although it is guaranteed by the whole State.

PUBLIC DEBT of Austria on January 31, 1862.

		New Austrian currency. Florins.
General debt, as reported by the Commission, April 30, 1860		2,269,295,218
Lombardo-Venetian debt:	Florins.	
a. Two-fifths of old debt	42,255,729	
b. Debt of 1859	27,653,810	69,909,539
Loan of 1861 (redeemable in five years)		30,000,000
Issue of "kreutzer" notes		12,000,000
Portion of the loan of 1860 actually issued		70,000,000
		2,451,204,757
	(245,100,000*l.*)	
Amount of "Grundentlastungs-Schuld," as reported by the Commission on April 30, 1860	(50,600,000*l.*)	506,947,124
Total charge on account of National Debt in Budget of 1862	(12,400,000*l.*)	124,537,000

I have thus endeavoured to present in a succinct form the data upon which an estimate of the present financial condition of the Empire may be formed. It is needless to dwell upon the obstacles offered to the development of national prosperity by such evils as a growing Public Debt, large annual deficits, and an inconvertible currency suffering an actual depreciation of nearly 40 per cent.; nor is it necessary to recapitulate here the causes which have brought the finances of the Empire to their present deplorable condition. It is the future which must decide whether the cognate evils, fiscal and commercial, under which Austria is now suffering shall be aggravated or allayed, and the result will in a great measure depend on the character of the legislation which shall be pursued. It is puerile to suppose that any species of patchwork can avail to restore the finances of the country to a healthy condition. The changes to be made must strike at the roots of the evil, and, in order to effect permanent good, must be based upon broad and sound principles of science. But if a healthy financial system be inaugurated, and if the trade and commerce of the Empire be freed from all artificial obstructions, those who are practically acquainted with its magnificent resources will look with confidence to the rapid development of material prosperity in a country which can boast at once of the richest and most varied natural advantages.

I have, &c.
(Signed) JULIAN FANE.

Mr. Fane, Her Majesty's Secretary of Embassy, to Lord Bloomfield.

Vienna, February 28, 1862.

My Lord,

I HAVE already given, in my Report dated the 1st of the present month, an account of the finances and public credit of Austria at the close of the past year, and I now proceed to submit to your Excellency a statement of the commerce of the Empire during that year.

It will be my object to deal here only with results which will serve to illustrate the positive and relative value of the commercial movement of 1861, reserving a detailed examination of the subject, which is one of great interest, for my next Report, before the date of which fuller statistics will be procurable.

The total import trade of the Empire (exclusive of that of Dalmatia) valued in 1861, 232,732,554 florins, against 231,226,702 florins in 1860, showing an increase of 1,505,852 florins. This result is satisfactory, inasmuch as it indicates a movement in an opposite direction to that which has been observable during the last few years, when the value of the imports has annually declined. In 1858 the import trade valued 322,099,499 florins; in 1859 (the year of war in Italy) it declined to 268,062,528 florins, showing a decrease of above 54,000,000 florins on the previous year; in 1860 it again fell to 231,226,702 florins, from which, as has already been stated, it recovered in the past year to 232,732,554 florins.

The export trade of 1861 valued 310,687,250 florins, against 305,197,493 florins in 1860, showing an increase of 5,489,757 florins. This trade has shown in late years a steady tendency to increase, and has not in the past year displayed its usual elasticity, having, probably, not escaped the depressing influence of events which have unfavourably affected the commerce of other countries during the year. Its growth, however, during the last four years has been considerable. In 1858 the exports valued 274,167,267 florins; in 1859 they rose to 287,458,451 florins, showing an increase of above 13,000,000 florins over the preceding year; in 1860 they attained to a value of 305,197,493 florins, and have exceeded that sum by 5,489,757 florins in the past year, when they reached, as has been stated, a value of 310,687,250 florins.

The total value of the import and export trades together during the four years which I have mentioned have been as follows:—

VALUE of Import and Export Trades together.

	Florins.		Florins.
1858	596,266,766	1860	536,424,195
1859	555,520,979	1861	543,419,804

As regards the past year, therefore, the value of the whole external commerce of the Empire exceeds by 6,995,609 florins its value in the preceding year, although it falls short of the value attained in 1858 by above 50,000,000 florins.

If the value of the precious metals and of gold and silver coin be subtracted from the account of both trades, the results presented by the last two years will stand as follows:—

IMPORTS.	Florins.	EXPORTS.	Florins.
1861	204,203,014	1861	281,239,090
1860	196,472,777	1860	252,697,748
Increase in 1861	7,730,237	Increase in 1861	28,541,342

The value of the precious metals and gold and silver coin imported in 1861 was 28,529,540 florins, while the value of the exports amounted to 29,448,160 florins.

A comparison between the value of both trades in 1861 shows, if the precious metals, &c., are included, a balance in favour of exports of 77,954,696 florins, and if the precious metals, &c., be excluded from the account, of 77,036,076 florins.

The amount of Customs duties levied in 1861 was on—

	Florins.
Imports	12,587,705
Exports	404,139
Together	12,991,844

These figures will, however, probably show a slight increase when the Custom-house Returns for the year are more completely made up.

The trade of Dalmatia is not included, as I have already intimated, in the Returns which I have given above. The accounts from that province are not of a satisfactory character, as they show a falling-off both in the import and export trades during the past year.

The imports valued 7,997,684 florins, against 8,066,667 florins in 1860, showing a decrease of 68,983 florins. The exports valued 4,490,731 florins, against 5,573,347 florins in 1860, showing a decrease of 1,082,616 florins. The value of the export and import trades, together, amounted, in 1861, to 12,488,415 florins, against 13,640,014 florins in 1860, showing a decrease of 1,151,599 florins. The amount of the Customs duties was, in 1861, 262,688 florins, being less by 3,848 florins than the amount of those levied in the preceding year.

To return to the results presented by the general commerce of the Empire, I will so far anticipate the details which I shall be able to record more accurately in my next Report, as to touch briefly upon two items of special interest in the export trade. Those who take what may be termed the artificial view of Austrian commerce, those, namely, who, in face of the notorious fact that the population of the Empire is insufficient for the proper cultivation of the soil, think it desirable to divert a portion of the available labour from its natural occupation by transferring it to manufacturing operations which can only be sustained by the swathing-bands of a high protective system, will naturally look to an increased export of manufactured goods as an index of the healthy development of trade. According to the statistics which have hitherto been collected, the exports of woven and loom goods valued in the past year 48,721,535 florins. In 1860 the same exports valued 45,186,335 florins, so that they show an increase, in 1861, of 3,535,200 florins. On the other hand, those who think that while the vast natural resources of the country are in a condition of very incomplete development, the best energies of the population should be devoted to fostering them, and that, under these circumstances, the legitimate object of external commerce should be the barter of native produce against foreign manufactures, will watch with far greater interest the symptoms indicated by the exports of agricultural commodities. And these symptoms are happily of a satisfactory character, notwithstanding the impediments to trade offered by deficiency in the means of transport and other obstacles, for the removal of which only energy and skill are required. The chief point of interest centres in the corn trade, and the latest statistics show that in the past year the export of cereals (fruits included) valued 45,538,698 florins. The same exports in 1860 valued 40,230,216 florins, so that they show an increase, in 1861, of 5,308,482 florins.

At the present time there are circumstances which, as they threaten seriously to disturb the existing sources of supply to the English grain market, render the development of the corn trade from the fertile provinces of Austria of the highest importance to the commerce of Great Britain.

In the past year 36 per cent. of the wheat and 62 per cent. of the flour imported into Great Britain came from the United States. Now, it is scarcely possible that the political events now passing in America, and necessarily creating a great disturbance both of capital and labour, should not injuriously affect its productive capabilities, so that a reasonable apprehension may be entertained that the exports of grain from that quarter will be sensibly diminished.

By what would appear to be an unfortunate coincidence, there are causes in operation which promise to produce a precisely similar effect on the agricultural produce of Russia, which furnished 22 per cent. of the wheat imported into Great Britain in the years 1859 and 1860, and 15 per cent. of that imported in the past year.

The social revolution which is now being effected in Russia, and which will result in the substitution of free for forced labour in that country, will no doubt eventually increase its powers of production; but it is equally certain, if there be any truth in the teaching of precedents, that it will for a considerable period exercise a directly contrary effect.

This subject has been recently investigated by M. Bontoux, the Commercial Director of the Lombardo-Venetian and Central Italian Railway, who shows that a change in the condition of the labouring classes, similar to that now in operation in Russia, exercised, when carried out in the Russo-Polish Provinces of Kowno and Gvodno in 1831, so depressing an influence on the cereal production of those provinces, that, instead of exporting annually, as had been their wont, considerable quantities of grain through the ports of Dantzic and Königsberg, they were forced for several years to import grain for the exigencies of their own population.

Again, in Galicia, where previously to the year 1849 the relations between the proprietors of the soil and the peasantry were similar to those hitherto existing in Russia, the abolition of villanage produced an immediate decline in the amount of available labour and a consequent diminution of all agricultural operations.

M. Bontoux explains the fact, by asserting that the manumitted peasant, acting partly from instincts of idleness and partly from motives of hostility to his former master, refused to labour more than was necessary to secure him the bare means of subsistence, and that the price of labour attained such dimensions that the proprietors could no longer afford to carry on the cultivation of their farms on the same extensive scale.

But if the coincidence of events which threatens to deprive the English grain-market simultaneously of the supplies it has hitherto drawn from the great emporiums of Russia and the United States be matter for serious apprehension, it is doubly fortunate that causes are just now coming into operation which ought to render the riches of a new wheat-granary available for the purposes of commerce. I have already had occasion in former Reports, and specially in that of the 20th February, 1860, to call attention to the productive capabilities of Hungary. I stated that the quantities of corn produced on her fertile soil might be enormously multiplied, and that deficiency in the means of transport formed the chief obstacle to the practicability of a large export trade in grain. At that time the railway running from Ofen

(Pesth) through Stuhlweissenburg and Kanisza, and striking the Vienna-Trieste line at Pragerhof, was not in existence; it was opened to traffic on the 1st of April last, and its effect in promoting the export of corn was immediately observable. According to M. Bontoux the quantity of cereals which arrived at Trieste between the 1st of April and the 1st of July, 1861, was more than quadruple of that which arrived in the corresponding quarter of the preceding year, a result which he attributes entirely to the new Hungarian railroad. Again, the construction of the line which will connect Sissek with the Vienna-Trieste railway, and the works in operation for improving the navigation of the River Drave,* will both be completed in the current year, and will effect a most favourable change in the conditions under which the produce of some of the most fertile territories in Europe, such as Hungary, the Servian Banat, Slavonia, and Croatia, may be introduced into the English markets.

I have, &c.

(Signed) JULIAN FANE.

Netherlands.

Report by Mr. Ward, Her Majesty's Secretary of Legation.

The Hague, January 29, 1862.

Public Credit.

THE several chapters of the public expenditure of the Kingdom of the Netherlands voted for the service of the year 1861–62 are as follows:—

	Florins	c.
1. Royal Household	900,000	0
2. Superior Departments of State ..	548,775	0
3. Foreign Affairs	487,432	0
4. Department of Justice ..	2,958,527	60
5. „ Interior ..	17,271,581	73
6. Public Worship (Protestant) ..	1,770,244	43½
7. „ (Catholic) ..	666.634	80½
8. Marine	9,083,589	50
9A. National Debt	30,799,501	85½
9B. Finance Department ..	6,644,188	0
10. War	12,836,000	0
11. Colonies	1,664,785	62
12. Unforeseen expenses	50,000	0
	85,681,260	54½

Equal to about £7,200,000.

As in the preceding year, a sum of 10,000,000 florins was voted for the construction of railroads. A Bill was also passed appropriating for the construction of the several railroads now in progress the aggregate vote of 10,000,000 florins taken for the service of the year 1860–61, as mentioned in the last Annual Report.

It is necessary to mention here that after a full discussion of the Budget of the Minister of the Interior, in which each article was settled, the Second Chamber rejected the whole Budget; whereupon, according to the usual practice, a vote was taken in the shape of a credit for six months, that is to say, for one half of the sum stated above, with the exception of the article for the expenses attending the representation of the Netherlands at the Exhibition in London, which was voted in full.

In consequence of the resignation of the Minister for Foreign Affairs, the like course was taken with regard to the third chapter of these Estimates.

The twelfth chapter (Unforeseen Expenses) was reduced to its present amount, one-half of that proposed, as a mark of want of confidence in the Administration.

The Ways and Means estimated for the service of the year, the produce of which has been appropriated by the vote of the Chambers for covering the above-mentioned expenditure, are as follows:—

---

* The Drave is already connected with the Vienna-Trieste Railway by a branch from Pragerhof to Kottori.

	Florins.
A.—Direct Taxes:—	
Land tax	10,386,850
Personal taxes	7,098,000
Tax upon trades and professions	2,905,600
	20,390,450
B.—Excise:—	
a. Sugar	2,000,000
b. Wine	1,200,000
c. Spirits, native	5,520,000
d. „ foreign	252,000
e. Salt	2,520,000
f. Soap	1,260,000
g. Beer and vinegar	500,000
h. Butcher's meat	1,380,000
i. Coals	1,300,000
j. Turf	1,640,000
	17,572,000
C.—Indirect Taxes:—	
a. Stamps	1,450,000
b. Registration duties	4,250,000
c. Mortgage duties	350,000
d. Duties on succession and inheritance	3,000,000
	9,050,000
38 per cent. on these duties	3,439,000
	12,489,000
D.—Import and Export Duties and Shipping Dues:—	
a. Imports and exports	3,000,000
b. Shipping dues	750,000
c. Lights and buoys	300,000
d. Stamps on instruments	6,800
Per-centages	392,584
	4,449,384

	Florins	c.
E.—Assay and Tax on Articles of Gold and Silver	251,500	0
F.—Public Domain:—		
a. Ordinary domain, tithes, &c.	418,238	54
b. Domain in possession of the War Department	87,507	28
c. Roads and canals	680,017	25
	1,185,763	7
G.—Post Office	2,000,000	0
H.—Telegraphs	315.000	0
I.—Lottery	410,000	0
J.—Game Licenses	95,000	0
K.—Pilotage Service	683,000	0
L.—Mines	1,265	0
M.—Miscellaneous	1,385,126	0
N.—Contribution from Belgium pursuant to Treaty of November 5, 1842.	400,000	0
O.—Colonial Balance	7,200,000	0
P.—From Colonial Revenue towards Payment of Interest of Debt	9,800,000	0
Q.—From ditto, to pay Charges formerly paid directly out of the Colonial Revenue, and now carried to the Home Colonial Budget	1,570,000	0
R.—Applied from the Balance of the year 1860, to cover deficit of the present year	6,300.000	0
Total	86,497,488	7

About £7,268,700.

In explanation of the last article, marked R, it is necessary to state that the Minister of Finance, in opening his Budget, was obliged to admit a deficit in consequence of the colonial surplus proving to be less than the calculation made in the month of April. This falling off was the result partly of the lower price of tin, partly of a deficiency in the quantity of sugar and coffee brought to market, and partly of the larger remittances necessary for the East Indian possessions.

The produce of the ordinary branches of the public revenue for 1861 is stated in the accompanying Table in comparison with the Estimate for the year, and the produce of the preceding year. It will be seen that the total receipts for 1861 exceed those of 1860 by 1,044,898 florins, and the estimated receipts by 2,217,937 florins, the excess being contributed by the direct taxes, customs and excise, while there has been a falling off upon the registration and succession duties.

VIEW of the Receipts of the Revenue for the month of December, separately and in conjunction with those of the preceding months of 1861, compared with the Estimate for that year, and with the Receipts over the like periods of 1860.

Source of Revenue.	Amount of Estimate.	$\frac{1}{12}$ of Estimate.	Receipts of the month of December, 1861.	Receipts of the month of December, 1860.	$\frac{12}{12}$ of Estimate.	Receipts for the Twelve Months of 1861.	Receipts for the Twelve Months of 1860.
	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.
Direct Taxes—							
Land Tax	10,338,250 0	861,520 83	370,332 91·5	353,166 21·5	10,338,250 0	10,370,941 60·5	10,324,601 27·5
Personal Taxes	6,978,000 0	581,500 0	518,508 96	524,626 4	6,978,000 0	7,185,304 82	6,989,840 18·5
Patents	2,803,200 0	233,600 0	213,493 44	237,104 91·5	2,803,200 0	2,938,932 32·5	2,861,362 1·5
Dues on Mines	1,380 0	115 0	... ...	... ...	1,380 0	1,296 42·5	1,352 2·5
Total	20,120,830 0	1,676,735 83	1,102,335 31·5	1,114,897 17	20,120,830 0	20,496,475 17·5	20,177,155 50
Import and Export Duties and Shipping Dues—							
Import and Export	3,277,000 0	273,083 33	225,761 99·5	198,514 20·5	3,277,000 0	3,977,487 20·5	3,720,282 74·5
Shipping Dues	750,000 0	62,500 0	83,919 90	67,334 84	750,000 0	1,032,824 90	888.654 54
Lights and Buoys	300,000 0	25,000 0	22,166 30	18,923 29·5	300,000 0	333,523 25	318,303 44·5
Stamps on Instruments	9,384 0	782 0	626 1	542 19	9,384 0	10,892 28	10,325 24
Total	4,336,384 0	361,365 33	332,504 20·5	285,314 53	4,336,384 0	5,354,727 63·5	4,937,665 97
Excise—							
Sugar	2,000,000 0	166,666 67	104,674 12	90,007 29·5	2,000,000 0	2,043,406 86	1,976,625 70
Wine	1,200,000 0	100,000 0	98,115 12	114,043 69·5	1,200,000 0	1,252,196 3·5	1,291,342 54
Home spirits	5,520,000 0	460,000 0	539,084 3	537,977 34·5	5,520,000 0	5,689,024 5	5,366,408 77·5
Foreign spirits	252,000 0	21,000 0	23,203 29	26.068 96	252,000 0	281,324 73·5	278,460 54
Butchers' meat	1,380,000 0	115,000 0	124,097 91	170,154 34·5	1,380,000 0	1,402,688 24	1,448,255 60
Salt	2,520,000 0	210,000 0	222,647 2·5	171,509 87·5	2,520,000 0	2,629,141 80	2,556,537 50
Soap	1,260,000 0	105,000 0	107,337 43·5	86,756 75·5	1,260,000 0	1,285,713 77	1,250,314 26·5
Beer and vinegar	500,000 0	41,666 66	49,678 5	38,426 10·5	500,000 0	488,215 55	484,539 5·5
Coals	1,250,000 0	104,166 67	203,455 12·5	190,001 80·5	1,250,000 0	1,655,663 10	1,416,383 15
Turf	1,640,000 0	136,666 66	152,050 7	168,038 69	1,640,000 0	1,709,990 11·5	1,679,932 7
Total	17,522,000 0	1,460,166 66	1,624,342 17·5	1,592,974 87	17,522,000 0	18,437,364 25·5	17,748,799 19·5
Assay and Tax on articles of Gold and Silver—							
Tax	244,000 0	20,333 33	14,527 93	13,900 23·5	244,000 0	256,748 1	255,349 40
Assayage and per-centage	1,000 0	83 34	126 44	123 40·5	1,000 0	1,831 90	1,779 58
Total	245,000 0	20,416 67	14,654 37	14,023 64	245,000 0	258,579 91	257,128 98
Indirect Taxes—							
Stamps	2,001,000 0	166,750 0	183,616 8·5	176,689 86	2,001,000 0	2,085,824 66·5	2,045,057 83
Registration Dues	5,865,000 0	488,750 0	481,051 0	435,589 69·5	5,865,000 0	5,676,303 26·5	5,874,770 87
Mortgage Duties	483,000 0	40,250 0	33,138 91·5	37,582 39·5	483,000 0	456,750 46	507,598 41
Duties on Successions	4,140,000 0	345,000 0	342,614 12 5	293,755 45	4,140,000 0	3,866,546 27·5	4,141,872 71
Total	12,489,000 0	1,040,750 0	1,040,415 12·5	943,617 40	12,489,000 0	12,085,424 66·5	12,569,299 82
Post Office	1,800,000 0	150,000 0	141,791 5·5	131,715 29·5	1,800,000 0	2,001,033 90	1,928,081 3·5
Lottery	400,000 0	33,333 34	... ...	... ...	400,000 0	412,445 50	411,430 0
Pilotage	683,000 0	56,916 67	56,572 68	47,838 73·5	683,000 0	768,100 84·5	739,693 33
General Total	57,596,214 0	4,799,684 50	4,312,614 92·5	4,130,381 64	57,596,214 0	59,814,151 88·5	58,769,253 83

The accompanying Return of the number of letters liable to postage in the year 1861 shows a total increase of 650,935 over the numbers for 1860, being a little more than 4½ per cent. on foreign letters, and 3 per cent. on the others; while, as in the preceding year, the proportional increase of the number of letters prepaid is greater than than that of the unpaid.

RETURN of the Number of Letters conveyed by the Post Office between the Years 1848 and 1861, inclusive.

Years.	Inland Letters.			Foreign Letters.			General Total.
	Unpaid.	Paid.	Total.	Unpaid.	Paid.	Total.	
1848.. ..	3,741,168	582,864	4,324,032	1,543,160	290,664	1,833,824	6,157,856
1849.. ..	3,725,480	548.700	4,274,180	1,521,572	282,608	1,804,180	6,078,360
1850.. ..	4,636,941	703,480	5,340,421	1,781,227	327 976	2,109,203	7,449,624
1851.. ..	7,479,447	1,043,339	8,522,786	1,911,220	357,239	2,268,459	10,791,245
1852.. ..	8,355,695	1,308,446	9,664,141	2,197,869	446,400	2,644,269	12,308,410
1853.. ..	9,152,212	1,389,873	10,542,085	2,310,567	497,201	2,807,768	13,349,853
1854.. ..	9,635,623	1,522,892	11,158,515	2,475,490	549,718	3,025,208	14,183,723
1855.. ..	10,092,227	1,629,766	11,721,993	2,494,124	577,458	3,071,582	14,793,575
1856.. ..	10,875,414	1,853,729	12,729,143	2,653,228	742,745	3,395,973	16,125,116
1857.. ..	11,342,804	2,156,423	13,499,227	2,852,376	830,045	3,682,421	17,181,648
1858.. ..	11,809,976	2,345,963	14,155,939	2,858,466	875,581	3,734,047	17,889,986
1859.. ..	12,232,013	2,452,030	14,684,043	2,875,595	941,552	3,817,147	18,501,190
1860.. ..	12,416,079	2,649,580	15,065,659	2,971,975	1,019,692	3,991,667	19,057,326
1861.. ..	12,772,888	2,760,570	15,533,458	3,053,548	1,121,255	4,174,803	19,708,261

Public Credit.

The sum to be provided for the payment of interest on the National Debt of the Netherlands is as follows:—

On a capital of—	Florins c.
690,927,970 fl. at 2½ per cent.	17,273,199 25
105,527,011 fl. 95 c. at 3 per cent.	3,167,367 62
16,815,000 fl. at 3½ per cent.	583,416 25·5
203,326,100 fl. at 4 per cent.	8,133.932 10
12,760,500 fl. Colonial debentures, at 4 per cent.	510,912 11

Being a charge of 29,668,827 florins 33·5 cents for the funded debt, and a further sum of 64,674 florins 52 cents for annuities, interests on deposits, &c., viz., in all, 29,733,501 florins 85·5 cents, or about 2,500,000*l.*, being 190,973 florins 51 cents less than for the year 1860–61.

The highest and lowest prices of Netherlands Stocks during the year were—

	Highest.		Lowest.	
2½ per cent.	In October	64$\frac{5}{16}$ ..	In December	61
3 „	„	77⅛ ..	„	74
3½ „	In March	94⅞ ..	„	90
4 „	In October	99$\frac{15}{16}$	„	97¼
4 Colonial debentures	„	99 ..	In March	94⅜

The account of which an extract is subjoined, was presented by the Minister f Finance with a Bill for the investment of 3,000,000 florins, a portion of the Treasury balances, in the purchase of funds of the National Debt, to be disposed of ubsequently as the Legislature should direct, either in the ordinary way of edemption of so much of the debt, or, if the case should so require, by its resale in rder to meet any possible demand arising either from the necessity of increased xpenditure or a falling off of revenue. In explanation of the striking out of the um of 9,800,000 florins for Exchequer Bills cancelled in 1861, as mentioned in this ccount, it must be stated that it had been the practice since 1851 to retain this mount of Exchequer bills in the public Treasury to be used as Deficiency bills; ut as the transactions arising out of the sales of the Colonial produce belonging to he Government have for several years past maintained a balance in favour of the reasury it has not been necessary to issue any of these bills, and accordingly a aw was passed cancelling them, thereby simplifying the public accounts.

In calculating the Colonial surplus for the several years it had been taken at a ower amount than the average over the last twelve years, including 1861, which is an nfavourable year. It is, however, to be observed that the results of this last-entioned year have proved even more unfavourable than was anticipated when his account was presented.

The object of the account is to show how not only the current expenditure may e met, but provision may be made for the extraordinary expenditure required for ublic works, as well as for carrying out the measure of emancipation of the slaves the West Indies, now in contemplation, without exhausting the Treasury balances any one year of the period reviewed, *i.e.*, up to the end of the year 1870, when it is resumed that a surplus will be found exceeding 7,000,000 florins.

SERVICE OF 1860.

		Florins.
nnual income from ordinary sources ..		61,881,219
lonial surplus, 1859		22,559,171
ntribution from Colonial revenue towards payment of interest on the debt		9,800,000
ppropriation from the balances of the disposable revenues of the Services of 1857, 1858, and 1859	4,550,000	
m sale of national property	650,000	
		5,200,000
Receipts		99,440,390
iginal estimated expenditure ..		79,815,263
pplemental credits, viz.:		
For Railways		1,000,000
Military defences		520,000
Redemption of debt		5,200,000
		86,535,263
s savings on interest of debt redeemed	400,000	
ms voted, but not expended..	1,100,000	
		1,500,000
		85,035,263
bable surplus on the Service of 1860..		14,405,126

SERVICE OF 1861.

		Florins.
venue, ordinary		61,862,006
onial balance, 1860		22,200,000
„ contribution to interest of debt..		9,800,000
Receipts		93,862,006
Estimated expenditure, including 10,000,000 for railways		83,205,645
Share of the Netherlands in the redemption of Stade dues		306,000
		83,511,645
Probable surplus at the end of 1861 ..		10,350,361

SERVICE OF 1862.

Ordinary revenue		61,850,000
Colonial surplus		12,200,000
„ contribution of interest of debt..		9,800,000
Receipts		83,850,000
Ordinary expenditure		73,200,000
Railways		10,000,000
Ship canal		2,000,000
Improvement of navigation from Rotterdam to the sea		1,000,000
		86,200,000
Probable deficit at the end of 1862 ..		2,350,000

SERVICE OF 1863.

Ordinary revenue		61,850,000
Colonial surplus ..	15,200,000	
Less expenses of emancipation of slaves ..	300,000	
		14,900,000
Colonial contribution to interest of debt..		9,800,000
Receipts		86,550,000
Expenditure as for 1862		86,200,000
Probable surplus at the end of 1863 ..		350,000

SERVICE OF 1864.

		Florins.
Ordinary revenue		61,850,000
Colonial surplus ..	15,200,000	
Less expenses of emancipation	13,300,000	
		1,900,000
Colonial contribution to interest of debt..		9,800,000
Receipts		73,550,000
Ordinary expenditure		73,200,000
Railways		10,000,000
Ship canal		1,900,000
Improvement of Navigation		1,000,000
		86,100,000
Probable deficit for 1864		12,550,000

SERVICE OF 1865.

		Florins.
Ordinary revenue		61,850,000
Colonial surplus ..	15,200,000	
Less expenses of emancipation	800,000	
		14,400,000
Colonial contribution to interest of debt..		9,800,000
Receipts		86,050,000
Ordinary expenditure		73,200,000
Railways		10,000,000
Ship canal		2,100,000
Improvement of navigation		1,000,000
		86,300,000
Probable deficit of 1865		250,000

SERVICE OF 1866.

	Florins.
Income as for preceding year	86,050,000
Ordinary expenditure	73,200,000
Railways	10,000,000
Ship canal	3,300,000
Improvement of navigation	1,000,000
	87,500,000
Probable deficit for 1866	1,450,000

SERVICE OF 1867.

	Florins.
Income as before	86,050,00
Ordinary expenditure	73,200,000
Railways	10,000,000
Ship canal	2,800,000
Improvement of navigation	1,300,000
	87,300,000
Probable deficit of 1867	1,250,000

SERVICE OF 1868.

	Florins.
Ordinary income	61,850,000
Colonial surplus	15,200,000
„ contribution to interest of debt..	9,800,000
Receipts	86,850,000
Ordinary expenditure	73,200,000
Railways	10,000,000
Ship canal	3,000,000
	86,200,000
Probable surplus of 1868	650,000

SERVICE OF 1869.

	Florins.
Income as in 1868	86,850,000
Ordinary expenditure	73,200,000
Railways	10,000,000
Ship canal	1,700,000
	84,900,000
Probable surplus of 1869	1,950,000

SERVICE OF 1870.

	Florins.
Income as before	86,850,000
Ordinary expenditure	73,200,000
Railways	10,000,000
	83,200,000
Probable surplus of 1870	3,650,000

View of the probable Balance of the Annual Accounts from 1861 to 1870.

	Florins.
Disposable balance of the year 1858 ..	70,092
Probable surplus, 1859	4,109,027
„ „ 1860	14,405,127
„ „ 1861	10,350,360
	28,934,607
Less Exchequer bills cancelled in 1861..	9,800,000
Probable balance in the Treasury at the end of 1861	19,134,607
Less deficit, 1862	2,350,000
Probable balance at the end of 1862 ..	16,784,607
Add probable surplus of 1863 ..	350,000
Probable balance at the end of 1863 ..	17,134,607
Less probable deficit of 1864	12,550,000
	4,584,607

	Florins.
Probable balance, 1864	4,584,607
Less probable deficit, 1865	250,000
Probable balance, 1865	4,334,607
Less probable deficit, 1866	1,450,000
Probable balance, 1866	2,884,607
Less probable deficit, 1867	1,250,000
Probable balance, 1867	1,634,60
Add probable surplus, 1868	650,00
Probable balance, 1868	2,284,60
Add probable surplus, 1869	1,950,00
Probable balance, 1869	4,234,60
Add probable surplus, 1870	3,650,00
Probable balance, 1870	7,884,60

Commerce.

The annual Tables which exhibit the quantities of the principal articles merchandize imported and exported are not published before the middle of month of February, but an examination of the monthly Tables published by the Statistical Board shows the result of the transactions in the principal articles exchanged between Great Britain and the Netherlands up to the end of November as follows:—

NETHERLAND PRODUCE EXPORTED.

		12 months, 1860.	11 months, 1861.
Butter	kilos.	17,830,783	16,458,669
Cheese	"	27,746,588	25,795,428

FOREIGN GOODS IMPORTED.

		12 months, 1860.	11 months, 1861.
Yarn, not twisted or dyed	kilos.	7,027,945	8,076,928
Ditto, twisted or dyed	"	434,189	343,897
Iron, rough	florins value	6,943,105	10,148,731
Ditto, articles of	"	1,113,638	1,036,443
Manufactures of silk, cotton, hemp, and flax	value	17,414,480	17,465,327
Ditto, woollen, coarse	kilos.	714,621	651,190
Ditto, ditto, fine	value	3,477,636	3,510.829

As soon as the general Returns for the whole year are published they will be forwarded with a Supplement to this Report.*

STATEMENT of Sea-going Ships Entered and Cleared during the Years 1860 and 1861.

ENTERED.

Years.	Under the Netherland flag.		Under other Flags.		Total.		Entered in Ballast.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1860 ..	3,699	639,399	4,578	952,020	8,207	1,591,419	497	66,415
1861 ..	3,831	670,948	4,768	1,009,166	8,599	1,680,114	470	66,237

CLEARED.

Years.	Under the Netherland Flag.		Under other Flags.		Total.		Cleared in Ballast.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1860 ..	2,644	508,611	2,372	553,774	5,016	1,062,385	3,985	674,761
1861 ..	2,451	489.305	2,208	542,345	4,659	1,031.650	4,472	739,739

COMPARATIVE RETURN of Sea-going Ships furnished for the first time with Sea Letters, in the Netherlands, during 1860 and 1861.

Description of Ship.	1860.				Total for 1860.		1861.				Total for 1861.	
	Home built.		Foreign built.				Home built.		Foreign built.			
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
Clippers	..	..	..	..	..	..	3	982	..	..	3	982
Ships	1	398	1	382	2	780	2	781	..	..	2	781
Barques	2	699	3	378	5	1,077	2	574	..	..	2	574
Brigs	9	860	3	251	12	1,111	5	527	1	99	6	626
Schooners . ..	22	1,772	4	207	26	1,979	29	2,446	1	70	30	2,516
Galliots	25	1,574	..	..	25	1,574	22	1,377	..	..	22	1,377
Koff boats ..	7	297	2	132	9	429	6	205	..	..	6	205
Smacks	1	32	..	..	1	32	6	201	..	..	6	201
Zuyder Zee boats .	17	557	..	..	17	557	18	550	..	..	18	550
Rhine boats ..	1	9	..	..	1	9						
Fishing-boats ..	2	27	..	..	2	27	6	81	..	..	6	81
Herring-busses ..	2	31	..	..	2	31	13	203	..	..	13	203
Steam-boats ..	..	..	3	294	3	294	..	..	1	161	1	161
Luggers	..	..	..	..	..	..	1	33	..	..	1	33
Total ..	89	6,256	16	1,644	105	7,900	113	7,960	3	330	116	8,290

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* See p. 336.

COMPARATIVE STATEMENT of Netherland Merchant Shipping on the 31st December, 1860, and the 31st December, 1861.

Description of Ship.	In existence on the 31st December, 1860.		Lost, Condemned, &c., according to information received in 1861.		Difference of Measurement in Ships re-measured in 1861.		New-built Ships furnished with Sea-Letters in 1861.		Ships struck off in 1861, but brought afloat again.		Total Ships in existence on the 31st December, 1861.	
	Ships.	Tons.	Ships.	Tons.	Less.	More.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
					Tons.	Tons.						
Clippers	4	1,567	...	...	...	...	3	982	...	...	7	2,549
Ships	144	57,609	9	3,707	23	...	2	781	...	...	137	54,660
Barques and pinks	389	115,660	21	6,453	24	...	2	574	...	...	370	107,747
Brigs	149	17 639	7	693	11	...	6	626	...	...	148	17,561
Schooners	356	29,376	18	1,311	2	...	30	2,516	1	81	369	30,659
Brigantines and Barkentines	2	186	...	...	...	...	...	...	...	...	2	186
Galiots and Galiasses	302	18,799	16	929	2	...	22	1,377	1	77	310	19,322
Koff Boats	564	34,528	39	1,970	1	...	6	205	1	65	532	32,827
Zuyder Zee boats	258	7,853	29	819	5	...	18	550	2	62	249	7,641
Smacks	26	892	4	132	...	...	6	201	...	...	28	962
Gaff and kag-boats	1	54	...	...	...	...	...	...	...	...	1	54
Cutters, sloops, cabin-boats, and yachts	5	164	1	22	...	...	1	32	...	...	5	174
Pavillion and Belander-boats	1	48	...	...	...	18	...	...	...	...	1	66
Praam-, ever-, and pinkel-boats	2	65	1	17	...	...	...	...	...	..	2	48
Schok-boats	1	17	...	...	...	...	...	...	...	...	1	17
Hoy-boats	29	1,602	2	96	...	...	...	...	...	...	27	1,506
Fishing-boats	16	468	...	...	...	...	...	...	...	...	16	468
Luggers	63	901	2	30	...	3	13	202	...	...	74	1,077
Herring-busses	5	84	...	...	...	...	6	81	2	22	12	187
Steamboats	42	6,873	3	539	...	11	1	161	...	...	40	6,506
Total	2,361	294,386	152	16,719	32	79	116	8,290	7	307	2,332	286,217

Shipping.

The return of the number of the ships entered and cleared during the year 1861 shows an increase in the former of 393 ships and 88,695 tons over those of 1860, being 132 ships and 31,549 tons under the Netherland flag, and 190 ships and 57,146 tons under other flags. In the latter there is a decrease of 357 ships and 30,735 tons, namely, 193 ships and 19,306 tons under the Netherland flag, and 164 ships and 11,429 tons under other flags.

The other two Tables relating to this subject show the number of newly registered ships added to the mercantile marine during the past year compared with 1860, and the comparative strength of that marine in the years ended on the 31st December, 1860 and 1851 respectively. A considerable increase will be observed in the number of ships built in the country during the latter year, but in consequence of the numbers lost and broken-up, the total number of ships now in service is less than at the end of 1860.

Manufactures.

The quantities of cotton fabrics exported to Netherland India from this country being furnished with certificates of Netherland origin, distinguishing the operations of the Nederlandsche Handels Maastchappij from those of private houses, were as follows:—

		Nederlansche Handels Maatschappij.	Private houses.	Total.
Madapollams	pieces	33,250	430,464	463,714
Calicoes	„	123,400	481,792	605,192
Shirtings, brown	„	24,250	38,852	63,102
„ bleached	„	38,200	47,724	85,924
Drillings	„	47,600	209,670	257,270
Longcloths	„	4,650	3,626	8,276
Cambrics	„	3,000	14,362	17,362
Dimities	„	..	20,211	20,211
Marseilles	„	..	158	158
Diaper	„	1.575	4,167	5,742
Table Linen	„	168	2,022	2,190
Yarn	piculs	480	73	553
Bags	Numbers	52,400	144,448	196,848
Molton blankets	„	2,170	139,253	141,423
Turkey red fabrics :—				
Yarn	piculs	1,626	1,909	3,535
Piece-goods, all red	pieces	26,100	36,235	62,335
„ printed	„	3,250	4,615	7,865
Sarongs	corges of 20 pieces	225	1,230	1,455
Kainpandjangs	„	..	575	575
Slendangs	„	250	845	1,095
Chindies	„	275	20	295
Handkerchiefs	dozens	..	3,825	3,825
Printed goods :—				
Printed piece-goods	pieces	13,600	17,750	31,350
Sarongs	corges	2,925	11,902	14,877
Kainpandjangs	„	6,100	34,058	40,158
Slendangs	„	2,700	14,898	17,598
Chindies	„	..	60	60
Kembings	„	..	595	595
Molton blankets	„	..	4	4
Handkerchiefs	dozens	6,050	33,451	39,501
Dyed goods :—				
Yarn	piculs	15	..	15
Salempories (blue calicoes)	pieces	8,300	12,750	21,050
Piece-goods, orange	„	..	350	350
„ fancy colours	„	214	100	314
Web goods :—				
Nicanias	pieces	200	888	1,088
Coarse cottonets	„	600	3,482	4,082
Ginghams	„	946	4,220	5,166
Broad sarongs	corges	250	1,511	1,761
Bouginese	„	2,675	8,485	11,160
Kainpandjangs	„	25	627	652
Slendangs	„	..	499	499
Handkerchiefs	dozens	750	1,925	2,675

The quantity of Netherland manufactures exported is very trifling, with the exception of the articles here mentioned. They may, therefore, be taken as a measure of the progress of the manufacturing industry of the country. In spite of the protection afforded in the lower rate of duties paid in Netherland India on articles of Netherland manufacture, the trade, judging from the Returns published, is almost stationary; while, on the other hand, the importation of British fabrics into the East India possessions of the Netherlands, subject as they are to differential duties, bears a continually increasing proportion to that of Netherland fabrics.

Agriculture.

The accounts from the different provinces vary considerably as to the wheat and rye crops. The quality of the grain is generally good. The floods of last winter occasioned a failure in these crops in part of Gelderland.

Barley was in general more than an average crop and good in quality.

Oats yielded everywhere an abundant and excellent crop, and accordingly it is found that in the months of October and November the quantity of this grain exported was 36,595 quarters, exceeding the exports of the corresponding period of last year by 16,250 quarters.

Potatoes were early attacked by the disease, and throughout the kingdom this crop has been deficient in quantity and poor in quality.

Pasture has been abundant, and the hay crops, though not so good as last year's, have yielded more than an average, and have generally been well saved.

Flax in Friesland and Zeeland, where it is principally cultivated, is represented as only a middling crop.

(Signed) WILLIAM R. WARD.

Supplement to preceding Report.

The Hague, March 5, 1862.

THE results of the importation and exportation of some of the principal articles of commerce during the year 1861 have been published in the official Gazette since the date of my Annual Report. A copy of a Table showing these results compared with those of the three preceding years is inclosed herewith.

Of the staple articles principally exported to Great Britain, butter has fallen but little below the considerable increase which it had attained in 1860; while the quantity of cheese of the produce of the Netherlands sold to foreign countries during last year exceeds that during the preceding year by 18,475 cwt. The number of animals exported also shows an increasingly prosperous state of farming industry, being 15,285 horned cattle and 23,667 sheep more than the numbers for 1860. Other articles leaving a profit to Dutch industry are—spirits, the exports of which are inferior to those of the preceding years, the quantity being about 188,000 casks of 22 gallons; oil, from different kinds of seeds, exported to a much larger amount than in the preceding year, the quantity of seed introduced for the purpose of this manufacture seeming to indicate that a larger quantity is raised in the Netherlands than in former years; refined sugar, the quantity of which exported exceeds that for 1860 by 8 per cent. Cotton yarn is introduced for home consumption to the extent of upwards of 19,000,000 lbs,, and a still larger quantity passes on to the countries using the Netherland rivers and other means of transport. In linen, cotton, and silk goods the imports are increasing gradually from year to year; in woollen goods there has been a decrease in the importation of cloths and cassimeres; while other articles of the same material, coarse and fine, have maintained a steady increase. The quantity of unwrought iron imported during the year shows a largely increasing demand both for home consumption and for transit; while articles manufactured from iron enter the country for transit in a greater and more increasing proportion than for home consumption. The business in raw cotton is represented by an importation of 69,000,000 lbs. against an export of nearly 75,000,000 lbs.

The coffee, sugar, and indigo imported into this country are chiefly the produce of the Netherland Colonies, and tin is almost exclusively from the Eastern Archipelago. Coffee has been imported to the extent of upwards of 150,000,000 lbs., while nearly 130,000,000 lbs. have been exported. As coffee pays no import duty, the quantity entered as for home consumption differs but to a trifling amount from the whole quantity declared. Of raw sugar, nearly 1,700,000 cwt. was introduced, the quantity of refined exported amounting to 1,230,000 cwt. The imports of indigo have fallen below those of the three preceding years; and tin shows little fluctuation during the years included in the Return, the imports being for 1861 about 100,000 cwt., and the exports 92,000 cwt.

(Signed) WILLIAM R. WARD.

COMPARATIVE VIEW of the Importation, Exportation, and Transit of the principal Articles of Commerce during the Years 1858–61.

Articles.	Years.	Standard.	General Importation.	Imports for Consumption.	General Exportation.	Exportation of Goods not bonded.	Transit.
Butter	1858	Kilogrammes	164,838	142,450	11,672,836	11,654,223	18,613
	1859	,,	333,109	253,883	13,367,687	13,286,370	81,317
	1860	,,	1,858,104	713,074	18,984,095	17,840,470	1,143,625
	1861	,,	915,449	378,424	18,045,527	17,504,274	541,253
Druggists' stores	1858	Value in florins	5,374,416	1,396,607	4,666,099	896,194	3,769,905
	1859	,,	4,633,556	1,262,518	4,510,522	684,549	3,825,973
	1860	,,	6,638,823	2,240,564	5,801,662	1,371,759	4,428,903
	1861	,,	7,621,471	2,627,753	6,028,002	1,022,109	5,005,893
Yarn, Cotton, not twisted or dyed	1858	Kilogrammes	13,037,936	5,078,819	8,374,089	67,577	8,306,512
	1859	,,	14,516,316	6,276,567	8,287,116	88,862	8,198,254
	1860	,,	15,067,583	7,027,945	8,106,633	89,258	8,017,375
	1861	,,	16,327,982	8,449,237	8,322,563	311,675	8,010,888
Ditto, twisted or dyed	1858	,,	1,678,956	285,755	1,670,200	276,867	1,393,333
	1859	,,	2,169,370	279,867	2,217,322	333,488	1,883,834
	1860	,,	2,984.825	434,189	2,904,825	351,337	2,553,488
	1861	,,	2,945,979	384,863	2,839,081	474,840	2,364,191

Articles.	Years.	Standard.	General Importation.	Imports for Consumption.	General Exportation.	Exportation of Goods not bonded.	Transit.
Spirits, in wood	1858	Casks of 22 gallons.	45,554	5,609	232,783	206,043	26,740
	1859	"	40,287	6,062	245,343	205,785	39,558
	1860	"	35,737	6,254	280,886	237,684	43,202
	1861	"	43,456	3,735	222,076	187,995	34,081
Grain:—Wheat	1858	Lasts of 10·31703 qrs.	24,567	19,716	18,252	13,435	4,817
	1859	"	16,806	15,453	15,679	14,435	1,244
	1860	"	23,711	19,154	19,246	14,695	4,551
	1861	"	36,052	32,011	14,261	9,870	4,391
Rye	1858	"	65,509	60,922	11,709	7,718	3,991
	1859	"	60,902	57,817	8,944	6,774	2,170
	1860	"	90,389	80,871	28,656	17,665	10,991
	1861	"	73,500	68,540	21,230	14,810	6,420
Barley	1858	"	27,890	26,154	15,486	13,812	1,674
	1859	"	36,623	29,666	25,646	18,628	7,018
	1860	"	39,231	35,229	23,444	19,452	3,992
	1861	"	40,861	38,368	13,396	10,903	2,493
Buckwheat	1858	"	7,005	7,005	90	90	
	1859	"	7,979	7,979	188	188	
	1860	"	8,077	7,927	323	323	
	1861	"	10,232	10,281	154	154	
Oats	1858	"	9,737	6,043	11,031	7,578	3,453
	1859	"	11,396	4,163	20,513	12,923	7,590
	1860	"	2,351	1,941	13,702	13,293	409
	1861	"	1,864	1,548	16,485	16,126	359
Flour	1858	Kilogrammes	17,448,777	16,443,963	1,557,908	693,988	863,920
	1859	"	19,335,067	19,043,970	1,509,615	1,157,494	352,121
	1860	"	20,981,365	19,105,492	2,828,060	892,724	1,935,336
	1861	"	29,668,392	24,485,084	7,288,311	2,048,990	5,239,321
Iron, unwrought	1858	Value in florins	10,403,907	10,326,201	9,211,897	9,138,501	73,396
	1859	"	8,756,511	8,657,390	7,302,185	7,203,064	99,121
	1860	"	7,315,149	7,289,695	4,474,846	4,449,392	25,454
	1861	"	11,120,674	11,098,842	5,940,761	5,918,929	21,832
Articles of Iron	1858	"	2,914,752	1,044,273	2,733,052	816,908	1,916,144
	1859	"	3,432,737	1,089,502	2,947,370	607,373	2,339,997
	1860	"	3,729,350	1,113,638	3,247,421	739,787	2,507,634
	1861	"	4,051,485	1,144,377	3,874,734	966,175	2,908,559
Indigo	1858	Kilogrammes	928,541	490,473	1,011,719	643,088	368,631
	1859	"	915,636	568,304	881,530	586,239	295,291
	1860	"	1,336,619	576,380	1,019,518	501,237	518,281
	1861	"	888,285	572,484	1,162,575	677,265	485,310
Cheese	1858	"	524,486	117,095	25,718,643	25,313,812	404,831
	1859	"	502,905	109,175	25,305,195	24,911,719	393,476
	1860	"	549,412	192,292	28,032,617	27,679,005	353,612
	1861	"	563,578	183,296	29,032,065	28,648,264	383,810
Cotton, raw	1858	"	14,306,518	14,254,009	18,221,246	18,168,737	52,509
	1859	"	21,296,106	21,270,490	19,603,838	19,578,222	25,616
	1860	"	30,963,048	30,801,599	27,496,034	27,334,585	161,449
	1861	"	31,528,700	31,303,745	34,037,441	33,812,486	224,955
Coffee	1858	"	66,610,735	66,360.073	75,281,924	75,031,262	250,662
	1859	"	64,104,979	63,851,272	53,466,272	53,206,051	260,221
	1860	"	66,818,783	66,619,831	54,064,184	53,865,232	198,952
	1861	"	73,669,424	73,592,770	62,807,958	62,731,212	76,746
Tissues of silk, cotton, hemp, flax, &c.	1858	Value in florins	23.124,123	15,816,260	15,852,465	8,533,378	7,319,087
	1859	"	27,335,316	17,453,524	20,808.357	10,971,827	9,836,530
	1860	"	30,848,408	17,417,968	27,719,822	14,304,087	13,415,735
	1861	"	31,808,376	18,433,745	28,561,041	15,175,730	13,385,311
Ditto of wool, cloths, &c.	1858	Kilogrammes	529,645	459,033	80,926	10,669	70,257
	1859	"	591,374	521,234	113,576	43,665	69,911
	1860	"	567,525	502,355	71,911	12,191	59,720
	1861	"	556,334	490,214	75,061	9,357	65,704
Ditto of wool, whereof 6 mètres weigh 1 kilogramme or more	1858	"	266,492	196,324	141,612	71,250	70,362
	1859	"	306,702	195,728	174,474	63,273	111,201
	1860	"	345,785	212,076	197,111	62,053	135,058
	1861	"	344,835	218,014	211,837	85,679	126,158
Ditto of wool, whereof 6 mètres weigh less than 1 kilogramme	1858	Value in florins	4,450,344	2,959,291	1,534,799	63,519	1,471,280
	1859	"	4,639,143	3,200,180	1,508,703	75,459	1,433,244
	1860	"	5,010,144	3,477,636	1,603,067	73,947	1,529,120
	1861	"	5,576,237	3,877,059	1,758,537	62,965	1,695,572
Oil from seeds	1858	Casks of 22 gallons	75,019	540	102,915	26,970	75,945
	1859	"	45,935	726	89,691	44,318	45,373
	1860	"	76,930	146	115,175	38,256	76,919
	1861	"	69,061	113	132,109	63,160	68,949
Rice	1858	Kilogrammes	44,429,635	43,150,848	13,002,557	10,009,221	2,993,336
	1859	"	22,432,492	22,385,924	18,549,206	17,012,597	1,536,609
	1860	"	28,424,280	26,939,753	21,772,125	19,985,600	1,786,525
	1861	"	51,483,812	48,775,435	15,320,601	14,167,817	1,152,784
Animals:—Bulls, oxen, &c.	1858	Head	3,384	3,140	77,524	76,857	667
	1859	"	8,706	8,583	69,075	68,952	123
	1860	"	14,812	11,481	69,025	65,694	3,331
	1861	"	9,979	7,580	84,378	81,979	2,399
Sheep	1858	"	4,149	4,149	155,429	155,429	
	1859	"	7,298	6,587	201,001	200,300	701
	1860	"	33,130	10,914	215,206	192.990	22,216
	1861	"	21,622	8,488	229,791	216,657	13,134
Sugar, raw	1858	Kilogrammes	106,740,438	75,865,813	27,030,287	10,670	27,019,617
	1859	"	101,168,828	79,312,436	26,902,302	28,177	26,874,125
	1860	"	97,367,673	78,561,842	31,544,421	82,534	31,461,887
	1861	"	114,982,502	85,730,372	20,633,592	205,990	20,427,602
Ditto refined	1858	"	104,478	581	52,474,507	52,385,139	89,368
	1859	"	395,682	18,053	56,565,628	56,182,613	383,015
	1860	"	276,495	883	58,949,217	58,672,163	277,054
	1861	"	233,381	20,231	64,126,969	63,946,116	180,853
Tobacco, in roll or leaf	1858	"	17,963,024	13,759,257	10,186,875	5,961,116	4,225,759
	1859	"	17,356,916	12,480,951	11,448,958	7,164,758	4,284,200
	1860	"	23,887,293	14,870,368	13,930,401	7,778,214	6,152,187
	1861	"	26,593 846	16,817,928	18,495,941	9,222,958	9,272,983

Articles.	Years.	Standard.	General Importation.	Imports for Consumption.	General Exportation.	Exportation of Goods not bonded.	Transit.
Tin	1858	Kilogrammes	4,922,112	4,922,112	6,160,896	6,160,896	
	1859	„	5,043,019	5,043,019	4,705,860	4,705,860	
	1860	„	5,600,594	5,599,419	4,463,057	4,463,057	
	1861	„	5,013,016	5,013,016	4,701,960	4,701,960	
Wine, in wood	1858	Casks of 22 gallons	109,317	54,871	39,737	21	39,716
	1859	„	142,402	65,700	63,038	11	63,027
	1860	„	176,998	76,273	80,063	4	80,059
	1861	„	110,809	55,766	47,389	29	47,360
Oleaginous Seeds	1858	Lasts of 10·31703 qrs.	43,053	37,858	12,953	7,892	5,061
	1859	„	33,442	30,333	9,766	7,490	2,276
	1860	„	30,527	27,444	8,681	4,671	4,010
	1861	„	29,338	27,916	9,246	7,551	1,695

Sweden.

Report by Mr. Corbett, Her Majesty's Secretary of Legation.

Stockholm, January 20, 1862.

Finance.

AS the Budget for the Kingdom of Sweden is voted by each Diet for a period of three years, and as the last Budget was voted in 1860 for the term 1861-64, I can add nothing as regards this matter to former Reports on the subject.

The public accounts have only been made up and balanced to the end of the year 1859, and from an examination of them it appears there was, at the commencement of that year, a net balance in hand from the preceding year of 27,036,562 rix-dollars, and during the year receipts were realized amounting to 34,535,131 rix-dollars, making a total credit of 61,571,693 rix-dollars. On the other hand, the expenditure amounted to 43,281,237 rix-dollars, leaving a balance to be carried to the credit of the following year of 18,290,456 rix-dollars. The decrease of the balance remaining in hand as compared with the previous year was caused by the change in the position of the funds in the National Debt Department. This Department at the commencement of the year was in debt to the amount of 2,543,536 rix-dollars, and at the end of the year the debt had increased to 11,133,628 rix-dollars. This increase of liability was created principally by the large amount issued on account of Railway Works, for which 6,620,000 rix-dollars were advanced; and also by a decrease of funds in the Treasury amounting to 822,951 rix-dollars caused by a deficit in estimated receipts amounting to 893,129 rix-dollars, to which must be added disbursements not included in the Estimates amounting to 97,606 rix-dollars, making a total of 990,735 rix-dollars, while at the same time the saving on the Estimates amounted to only 151,203 rix-dollars, and the surplus of Treasury receipts, amounting to 2,154,943 rix-dollars, has only exceeded by 16,581 rix-dollars the deficit in the receipts, which amounted to 2,138,362 rix-dollars.

The principal items of expenditure not included in the Estimates are, compensation for loss to certain vested interests connected with the Tithe Commutation—60,382 rix-dollars; assistance granted to the families of deceased officials in lieu of other advantages which they formerly enjoyed, but which were paid by their successors in office.

The greater part of the deficit in the estimated receipts was caused by the decrease of the Excise duty on brandy, amounting to 1,940,955 rix-dollars. The sale of gunpowder and saltpetre has also left a deficit of 195,042 rix-dollars; the tenths on silver and coinage dues a further deficit of 2,364 rix-dollars. On the other hand, the Customs have given a surplus of 1,458,808 rix-dollars, and the stamp duty an excess of 232,940 rix-dollars. And with the exception of those above-mentioned, there has been an increase in all the ordinary sources of revenue, among which may be mentioned: Crown head rents 153,950 rix-dollars, extra receipts and taxes 82,106 rix-dollars, tenths on corn 56,855 rix-dollars, dues on production of iron 38,628 rix-dollars, Census tax 28,147 rix-dollars.

In the Department of Justice there was a saving of 92,148 rix-dollars on the Estimates for the guard and maintenance of prisoners, and a deficit of 18,174 rix-dollars on other contingent expenses connected with this Department.

In the War Department there was a deficit of 584,263 rix-dollars, consisting, among other items, of 295,544 rix-dollars in the estimate for the expenses incurred in the exercise of the national army ("indelta"), of 101,420 rix-dollars for forage, and of 80,094 rix-dollars in the estimate of expenses incurred in exercising the militia ("bewäring"), of 54,497 rix-dollars for rations provided for regiments employed on garrison duty.

In the Marine Department there was a deficit of 10,162 rix-dollars, while the sum set apart for the subsistence of sailors left a surplus of 43,603 rix-dollars.

In the Home Department there was a deficit of 114,320 rix-dollars, of which 75,891 rix-dollars was caused by the increase of outlay incurred in travelling expenses, stationery, &c., connected with the re-division of land between parties, and for change in Crown tenures.

There was a deficit in the Finance Department of 94,213 rix-dollars, owing to an increase of expenses in preparing stamps, amounting to 65,869 rix-dollars, and to various expenses incurred in connection with Crown property in Stockholm.

In the Ecclesiastical Department the expenses incurred for the maintenance of paupers exceeded the estimate by 11,137 rix-dollars, and the estimate for fire-wood, stationery, &c., was exceeded by 12,000 rix-dollars.

Under the head of Pension List, the estimate for the military pensions to be paid as an equivalent for certain farm rents and dues which have been resumed by the State was exceeded by 17,836 rix-dollars; and the compensation for farm dues and tenths resumed by the Crown to be paid to the Wadstena Hospital Fund for superannuated soldiers has also been exceeded by 10,371 rix-dollars.

Customs.

According to the General Table of Customs Duties, published by the Board of Trade, it appears that the receipts have been nearly doubled by the reduction of duties by successive Tariffs. In 1851, the last year of the restrictive Tariff then in force, the total amount of duties was 7,982,829 rix-dollars; in 1854, under the new and more liberal Tariff, it increased to 9,497,569 rix-dollars; in 1857 to 10,787,209 rix-dollars; and in 1860, under the Free Trade Tariff of 1857, the amount reached 13,421,981 rix-dollars. Manufactures have at the same time greatly increased, as shown elsewhere in this Report.

Commerce.

The Table No. 1 shows the value of exports and imports of Sweden during the year 1860 to and from twenty-nine different countries. The total value in round numbers of imports amounted to 82,469,000 rix-dollars, and the exports to 86,496,000 rix-dollars, and show, as compared with the preceding year, the following result:—

	Imports.	Exports.
	Rix-dollars.	Rix-dollars.
1859	74,241,000	78,667,000
1860	82,469,000	86,496,000

Deducting from the above-mentioned amount the quantity of gold and silver imported and exported in 1860 and 1859 respectively, namely,—

	Imports.	Exports.
	Rix-dollars.	Rix-dollars.
1859	294,000	4,177,000
1860	3,030,000	42,000

We have (net)—

	Imports.	Exports.
	Rix-dollars.	Rix-dollars.
1859	73,947,000	74,490,000
1860	79,439,000	86,454,000

A comparison of these amounts shows that the value of the whole exportation of 1860 exceeds the importation by 4,027,000 rix-dollars. In the total of importation is included a sum in ingots and coined silver, which exceeds the sum exported by 2,988,000 rix-dollars. After deducting the amount of silver in coin and ingots, the actual value of goods exported in 1860 exceeds the value of goods imported by 7,015,000 rix-dollars. The value of exportations (net) in 1860 exceeds that of 1859 by nearly 12,000,000 rix-dollars, and is, with the exception of the exports of 1855, which reached nearly 96,000,000 rix-dollars, the largest on record.

The value of importations (net) in the year 1860, which are reckoned at 79,439,000 rix-dollars, are nearly 5,500,000 greater than the importations of 1859, but reach a smaller amount than the importations of 1856 (105,488,000 rix-dollars), the largest ever made, and even greater than those of 1857 (85,170,000 rix-dollars).

The total amount of Swedish exports and imports in 1860 was 168,965,000 rix-dollars, which, with the exception of the year 1855, when it amounted to 180,688,000 rix-dollars, and the year 1856, when it amounted to 198,277,000 rix-dollars, is the largest that has been arrived at hitherto.

In what an augmenting proportion the foreign commerce of Sweden has increased in the three last decennial periods, and especially in the last, will be seen by observing that (leaving gold and silver out of the calculation) the value of exports and imports from 1831 to 1840 increased at the rate of 43 per cent.; from 1840 to 1850, 40 per cent.; and from 1850 to 1860, 124 per cent.; and as regards exports (only) an increase in the value of 50 per cent. between 1831 and 1840; of 18 per cent. between 1840 and 1850; and 140 per cent. between 1850 and 1860.

By a comparison with a period of twenty-five years ago the value of imports in 1860 has increased 256 per cent., and the value of exports 211 per cent.

In the accompanying Table is shown the share of different countries in the above-mentioned exportation for 1860, calculated at so much per cent., and compared with the preceding year (without reckoning gold and silver):—

No.		1859.	1860.
		Per cent.	Per cent.
1	Great Britain and Ireland	43·5	48·3
2	France	10·3	8·9
3	Denmark	8·9	8·2
4	Norway	4·9	5·2
5	Lübeck	5·7	4·8
6	Spain	2·2	3·4
7	Netherlands	2·7	3·1
8	United States	3·9	3·1
9	Belgium	2·4	2·5
10	Prussia	3·1	2·0
11	Portugal	1·9	1·6
12	Finland	1·7	1·5
13	Algiers and North Africa	0·9	1·2
14	Italy	0·5	1·0
15	Brazils	1·0	0·8
16	Cape of Good Hope	0·7	0·7
17	Mecklenburg	0·7	0·7
18	East Indies	1·1	0·7
19	Hamburgh	1·2	0·7
20	Russia	1·5	0·5
21	Bremen	0·6	0·4
22	Gibraltar and Malta	0·2	0·3
23	Hanover	0·2	0·2
24	Turkey	0·1	0·1
25	South America (*ex* Brazils)	0·0	0·1
26	Austria	0·2	0·03
27	Canada	0·0	0·03

In comparing the principal items of importation and exportation in 1860 with nine preceding years, we find the following results:—

Importation.

Cotton.—The quantity imported into Sweden in the year 1860 was 19,226,177 lbs., and in 1859 15,169,452 lbs.

Coal.—11,791,612 cubic feet of coal were imported, being about the same quantity as in the year 1859, but 7,500,000 cubic feet greater than the importation of 1851.

Coffee.—In 1851, 8,945,522 lbs. of coffee were imported, and from that year to 1856 inclusive the importation of this article has continued to augment, and in the latter year amounted to 14,407,278 lbs. In 1859 it was 15,455,082 lbs., and in 1860 15,155,804 lbs., exceeding the quantity in 1851 by more than 60,000,000 lbs.

Tea.—109,189 lbs. of tea were imported in 1851; in the following year the mportation was only 57,111 lbs.; since that period the largest importation took lace in 1855, when duty was paid on 211,273 lbs., but it has since decreased: in 859 it fell to 51,426 lbs., and in 1860 rose again to 95,887 lbs.

Sugar, raw.—In 1851 nearly 24,700,000 lbs. of this article were imported; the mportation in 1855 and 1857 increased to more than 35,000,000 lbs., and in 1860 mounted to 35,707,246 lbs.

Refined Sugar.—The Returns of the importation of this article show that only 7,236 lbs. were imported in 1851, whereas 3,671,166 lbs. were received in 1860.

Tobacco.—The quantity of tobacco in leaf imported in 1851 amounted to ,641,797 lbs. In 1856 the importation reached 4,109,675 lbs., the largest quantity mported in any one year; in 1860 it amounted to nearly the same, viz., 4,040,647 lbs., 87,596 lbs. more than in the preceding year. Of cigars 21,095 lbs. were imported n 1851; and in 1860, 42,041 lbs., or nearly double the quantity; in 1853 the mportation was somewhat larger than in 1860.

Salt.—2,141,925 cubic feet of salt were imported in 1860, 135,733 cubic feet nore than in 1859; on an average of the last ten years the importation of salt has een about 1,878,000 cubic feet a-year.

Wool.—Of wool 2,548,205 lbs. were imported in 1860, or 536,606 lbs. more than n 1859. The importation of this article reached the highest figure in 1855, when nore than 4,000,000 lbs. were imported; and the lowest in 1858, when only a little ver 1,000,000 lbs. were imported.

Exportation.

Iron in Bars.—The quantity of bar iron exported from Sweden, which in 1851 mounted to 1,857,731 centners, increased in 1857 to 2,067,530 centners, and remained bout the same in 1859; in 1860 2,296,181 centners were exported, more than has ver been exported in any previous year: 53¼ per cent. of this amount was shipped to ngland, and 14⅓ per cent. to the United States. The average price of ordinary bar iron n London was quoted at from 11*l.* to 11*l.* 10*s.* per ton in 1851; in 1860 the quotation vas from 10*l.* 10*s.* to 11*l.* per ton. In New York, Swedish iron fetched in 1851 from 0 to 87½ dollars a ton; in 1860 the price fell to 82½ per ton.

Pig-Iron.—From and including the year 1856 the prohibition to export pig-iron rom Sweden was removed, and in that year 178,672 centners were exported; the uantity exported in the following year was only 80,960 centners, but increased in 1859 to 237,367 centners, and in 1860 to 299,200 centners.

Corn.—The quantity of unground corn of all kinds (deducting the quantity mported) exported from Sweden amounted to 10,380,106 cubic feet in 1859; in 1855 it was 10,788,519 cubic feet, the largest exportation before the year 1860, in which year 10,849,506 cubic feet were exported, somewhat more than in 1855. On comparing the different kinds of grain it is found that the exportation in 1860 exceeded that of 1855 by about 2,206,000 cubic feet as regards oats; by 7,413 cubic feet as regards wheat; and by 1,153,797 cubic feet as regards barley; but 3,374,279 cubic feet more of rye were exported in 1855 than in 1860.

Deals.—865,533 dozens were exported in 1851. Since that year the exportation has reached 1,753,306 dozens in 1855, and 1,816,541 dozens in 1856. It has never reached that figure since, and was in 1860 1,390,172 dozens.

Of Beams and Rafters,—429,600 pieces were exported in 1851, and 620,406 in 1860.

Of Masts and Spars,—14,042 pieces were exported in 1851, and only 9,611 in 1855. In 1860 the number exported was 21,463. The Customs' receipts upon exports and imports for the whole Kingdom amounted in 1860 to 13,421,981 rix-dollars—826,179 rix-dollars more than in the year 1859.

The following Table shows the items of importation upon which the highest amounts of duty have been paid, according to the Tariff which came into operation on December 18, 1857:—

	Rix-dollars.		Rix-dollars.
Sugar	3,333,000	Wine	579,000
Woollen goods	2,400,000	Fish	215,000
Coffee	1,515,000	Salt (common)	214,000
Tobacco	1,333,000	Hide and skins	184,000
Brandy and spirits of all kinds .	836,000	Cotton	102,000

The Table No. 2 shows the average prices in the Stockholm market, in the years 1859 and 1860, of the principal articles imported into Sweden upon which duty is payable; also a statement of the average price in the same market of the principal articles of export for the above-mentioned years.

Direct Trade of Sweden with Great Britain.

The Table No. 3 contains a statement of the quantity or value of each of the principal articles imported from Great Britain and Ireland into Sweden in the year 1860 as compared with 1859, together with a statement of the principal articles exported from Sweden to Great Britain and Ireland in the same years.

The whole value of the goods imported from Great Britain amounted in 1859 to 15,733,000 rix-dollars, and in 1860 to 16,549,000 rix-dollars. The articles upon which the most remarkable increase is to be observed are:—

Cotton,—of which 7,183,185 lbs, were imported in 1860, nearly as much as was imported in 1855, when the largest quantity was imported that ever came from that country to Sweden in one year.

Wool.—In 1847, the first year of its importation, 5,249 lbs. were received from England. In 1860, 590,726 lbs. were imported.

Sugar.—The importation of sugar in 1860 exceeds that of the preceding year by 1,788,622 lbs., and is the largest that has hitherto occurred.

On the other hand, whereas 4,536,282 lbs. of cotton yarn were imported from England into Sweden in 1855, the quantity decreased in succeeding years, and in 1860 amounted to only 832,431 lbs.

The total value of goods exported from Sweden to Great Britain in 1860 was greater than in any former year, and amounted to 41,710,000 rix-dollars, exceeding that of 1859 by 9,310,000 rix-dollars. It forms 48½ per cent. of the estimated value of the whole export trade of Sweden.

On many of the principal articles exported in 1860 a large increase is to be observed. Of bar iron 1,222,579 centners were exports, being 216,000 centners more than in any former year. On steel there is a considerable increase. The exportation of deals and planks in 1860 was not so large as in 1855 and 1856, but it exceeded the exportation of 1859 by about 87,000 dozens, and in a still larger proportion the quantities exported in 1857 and 1858 respectively. Of oats and barley the exportation was larger than in any former year. Of the former 6,006,822 cubic feet were exported, 834,102 cubic feet more than in 1859. Of barley, 1,483,233 cubic feet were exported in 1860, 373,696 cubic feet more than in 1859. Of wheat, 327,011 cubic feet, being 110,391 cubic feet less than in 1859. Lucifer matches, of which the quantity manufactured was before 1860 insignificant, were exported in that year to England to the value of nearly 500,000 rix-dollars, an amount nearly equal to the value of the whole exports of Sweden to Russia (excluding Finland) in the same year (*vide* Note at p. 345).

Shipping.

In the Table marked No. 4 will be found a statement of the whole number and tonnage of ships which have entered into and cleared from Swedish ports during the year 1860, as compared with the two preceding years.

By a comparison of these Returns it will be observed that the movement of shipping to and from Sweden in the year 1860 was more active than in either of the two preceding years. It was, indeed, larger than in any former year. The total of tonnage, inwards and outwards, in the year 1860 amounts to 737,158 läster, and exceeds that of 1859 by 32,839 läster. The increase on Norwegian shipping amounts to 25,917 läster, and on Swedish shipping to 19,948 läster. There is a decrease in the movement of Finnish shipping of 987 vessels, and in the aggregate tonnage of other foreign vessels a decrease of 12,039 läster.

By comparing the Shipping Returns of 1860 with those of 1851, it is found that there is an increase of tonnage (inwards and outwards) in favour of the first mentioned year to the amount of 308,394 läster, in which aggregate increase Swedish vessels count for 100,097 läster, Norwegian for 123,722 läster, and Finnish for 4,024 läster, and other foreign vessels for 80,551 läster.

To exhibit the carrying trade of 1860 in Swedish vessels between the various foreign countries with which Sweden has concluded Treaties of Reciprocity and a third country, as well as in vessels of those countries between Sweden and a third country, the Board of Trade has published the Table marked No. 5, which shows conclusively how largely Swedish shipping has profited by those Treaties.

The following Table shows the proportion of the declared value of cargoes carried to and from Sweden in Swedish, Norwegian, and foreign vessels in each of the last three years:—

	Inwards.				Outwards.			
	Swedish Vessels.	Norwegian, from other countries than Norway.	Vessels of countries of Cargoes.	Other Foreign Vessels.	Swedish Vessels.	Norwegian, for other countries than Norway.	Vessels of countries to which cargoes are sent.	Other Foreign Vessels.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
858 ..	60	2	29	9	53	17	18	12
859 ..	56	2	28	14	55	15	16	14
860 ..	53	2	30	15	51	21	17	11

The mercantile marine of Sweden at the end of 1860 consisted of 3,200 vessels, egistering 154,342 läster, showing a decrease as compared with 1859 of 164 vessels, egistering 3,114 läster. Swedish charters were granted by the Board of Trade to 00 vessels, a decrease as compared with 1859 of 19. Of these charters 12 were ssued for foreign-built vessels, naturalized in Sweden, of 860 läster aggregate onnage; 71 for new vessels built in Sweden, of 5,644 läster aggregate tonnage, e property of Swedes; and the remaining 117 charters were granted for old essels which had formerly been provided with similar papers.

The Table No. 6 contains a statement of the number and tonnage of vessels, lassed according to the countries with which Sweden has commercial relations, hich have entered into and cleared outwards from Swedish ports (with cargoes) uring the year 1860. Of the 1,376 vessels, with an aggregate tonnage of 108,045 ister, which arrived from ports of Great Britain and Ireland, 215, with a tonnage f 24,422 läster, were British. Of vessels which cleared from Swedish ports for orts of Great Britain and Ireland, 305 were British vessels, with an aggregate onnage of 33,697 läster.

Manufactures.

The Table No. 7 contains a general statement of the various manufactures f Sweden, the number of workmen employed, and the declared value of goods anufactured in 1860 as compared with the year 1859.

It will be seen that the number of manufactories of all descriptions in the ingdom at work during 1860 amounted to 2,509 (in 1859 the number was 2,478), which 30,757 workmen were employed. The number of looms used in the anufacture of cloth of all kinds was 4,710; in 1859, the number was 4,217. Vithout reckoning the value of goods produced at the mechanical works of lotala, estimated at 1,121,200 rix-dollars, the whole value of the produce of wedish industry amounted to 67,988,020 rix-dollars, the largest amount yet rrived at in any one year, and greater than the value of the goods produced in 859 by nearly 9,000,000 rix-dollars. The value of goods produced, amounting in 850 to about 36,500,000 rix-dollars, increased in 1856 to nearly 61,000,000 rix-ollars; in 1857, to more than 64,500,000 rix-dollars; diminished in 1858, on ccount of the money crisis which occurred in that year, to 53,750,000 rix-dollars; 1859 it again increased by 7,000,000 rix-dollars; and, as stated above, in 1860, y 9,000,000 rix-dollars.

The whole number of manufactories at work in Sweden in 1850 was 2,513; in 860 the number had decreased to 2,509. Although the number in the latter year smaller than in the former, the decrease is more than compensated for by the nlargement of many factories.

The principle of association for purposes of trade has been largely developed of ate years in this country, and has caused the formation of more of those large stablishments which enable Swedish industry (in certain branches) to compete dvantageously with that of foreign countries.

In reviewing the year 1860, although a decrease is to be observed in the number f sail-cloth manufactories, of sugar-refining establishments, of paper mills, of silk actories, and of oil and tallow works, this decrease is in the number of these establishments only, and not in their aggregate production, which have during the same eriod considerably increased. A great increase is to be remarked in the number nd production of cotton and thread-spinning mills. The whole number of persons mployed in all kinds of manufactories in Sweden has risen in ten years from 23,427 o 30,757; and the whole value of the goods produced in them from something over 7,000,000 rix-dollars, to something over 69,000,000, or, to nearly double the amount. t should be observed, however, that these figures do not nearly represent the actual value of the manufactures of Sweden. The calculations are based upon data furnished by the manufacturers themselves, and it is notorious that the heads of these establishments (with the exception of those whose business is either subject to Government control, or who possess the right by law to borrow money from the Government on pledge of their raw goods) do not give returns of more than half, sometimes only a fourth, and often even only a tenth part of the value of their manufactures. As these data are quite consistent in their incorrectness, they furnish a pretty correct comparative estimate, year by year, of the progressive development of the various branches of Swedish industry. The following are the manufactures on which the most notable increase in the value of goods produced is to be remarked.

The *cotton-spinning establishments*, of which twenty were at work in 1860, stand first in importance; and the value of the goods produced by them is calculated at more than 12,000,000 rix-dollars, as against 9,500,000 in 1859.

The *sugar-refineries* produced nearly 12,000,000 rix-dollars' worth of refined sugar. In 1859 the value of sugar refined was 10,750,000 rix-dollars.

The 99 cloth-manufactories have produced over 9,000,000 rix-dollars' worth of goods. In 1859, 96 establishments produced 7,650,000 rix-dollars' worth of cloth.

Seventy-two establishments where *machinery and mechanical instruments* are constructed have produced 4,700,000 rix-dollars' worth of goods, a slight increase on the preceding year. The *cotton and linen manufactories*, 27 in number, have produced goods valued at 4,500,000 rix-dollars.

The *tobacco and snuff manufactories* are set down at the same figure as in 1859, but show a small increase in the value of their production.

The *leather manufactories and tanneries* figure for 4,250,000 rix-dollars, 430,000 beyond their production in the year 1859.

Paper mills 3,000,000, showing an increase of 500,000 rix-dollars.

Several *lucifer-match manufactories* have been recently established at Jönköping, and they turned out in the year 1860 455,000 rix-dollars' worth of matches, of which 450,000 rix-dollars' worth were exported to England.

Mining.

The Table No. 8 contains a statement of the production of Swedish mines of all descriptions during the year 1860, and shows the increase or decrease of production as compared with the previous year. The greatest increase is to be observed in the quantity of iron ore extracted, which is larger than that of 1859 by 177,155 skeppund v. v. On bar iron the increase is 107,813 skeppund v. v., and the whole production is set down at 914,676 skeppund v. v. In copper there is a decrease of 1,789·81 skeppund v. v. Of this metal 11,640·83 skeppund v. v. was produced. Of coal, the quantity extracted amounted to 200,708 tunnor, 2,206 tunnor more than in the previous year.

Agriculture.

According to official information received by the Department of State, it appears that the rainy weather which prevailed during the autumnal sowing season of 1860 in sixteen provinces of Sweden, caused both rye and wheat to be sown later than usual, and the consequence was that the blades of corn did not arrive at proper maturity before snow began to fall, which occurred very early in that year, and before the earth was frozen. This circumstance, added to the large quantity of snow which fell during the winter, and which lay upon unfrozen ground, together with the cold dry weather and frosty nights which prevailed in the following spring, was most unfavourable to the growth of these kinds of seed; and, indeed, the combined effect of these causes was so great, that in many districts, and especially as regards rye, the fields had to be resown in the spring. The state of the weather in the spring of 1861 was also disadvantageous to the rye crops, but this was compensated for, in some degree, by the quantity of warm rain which fell during the summer, so that the harvest appeared far more promising than that of the preceding year, though the actual results did not come up to the expectations formed of it. In the remaining eight provinces where changeable weather prevailed during the autumn and winter of 1860, and the crops suffered in the spring from dry and cold weather, the results were less favourable, although the same propitious weather prevailed during the summer as in the before-mentioned sixteen provinces.

According to accounts received from the Provinces of Upsala, Södermanland, Blekinge, Kristianstad, and some districts in the south and two in the north, the growth of grass, grain, fruits, and vegetables suffered considerably from the ravages of caterpillars. Hail and stormy weather did also great damage about Jönköping, and in parts of the Provinces of Kronsberg, Halland, and Wermland.

With respect to potatoes, the root principally cultivated in Sweden, they were attacked this last year by the disease which in the previous year showed itself in twenty-one provinces, although in 1859 it had been remarked in five provinces only. This crop, therefore, did not come up to the expectation formed of it before it was gathered.

Although the grass in some places suffered severely from floods, and the crop of hay was less abundant than in the year 1860, still, considering the quantity of straw produced, it is estimated that there is sufficient to sustain the cattle until next summer. In the Provinces of Upsala, Elfsborg, Wermland, Götheborg, and Bohus, however, the stock of fodder is very small, and a positive dearth is to be feared.

The accompanying Table No. 9 contains, in a summary form, the average Returns for seed sown in each of the zones, viz., south, middle, and northern, into which Sweden may be divided. It will be seen that a crop larger than average was gathered in two provinces, middling crops in eight provinces, and a crop below average in the remaining fourteen provinces.

(Signed) EDWIN CORBETT.

Note.—It is to be observed that the Custom-house Returns must not be taken as a sure guide as regards the ultimate destination of vessels which clear from Swedish ports in the Baltic with cargoes for foreign countries, for it is the custom to clear for North Sea ports generally; and it is only when the ship arrives in the Sound that definite orders are given to the Master as to the ports in which he is to land his cargo. A general idea of the relative importance of various countries as regards Swedish commerce may perhaps be more correctly formed from the Returns published of the amount of bills drawn on foreign countries in the two principal ports of Sweden, namely, Stockholm and Gothenburgh. These Returns show the following results for the year 1860:—

	£	Hamburgh Rix-banco.	Francs.
Stockholm	1,675,813	23,870,450	6,600,954
Gothenburgh	1,396,882	10,759,545	4,963,180
	Rix-dollars Holl. cur.	Rix-dollars Lüb. cur.	Prussian dollars.
Stockholm	751,754	20,514	43,143
Gothenburgh	51,288		
	Silver roubles.	Danish dollars.	Rix-dol. Hamb. courant.
Stockholm	222,800	141,342	3,660
Gothenburgh	.. .. ..	51,825	1,900

Total—Stockholm .. .. 68,133,868 rix-dollars.
Gothenburgh .. .. 42,628,354 „

Of this criterion it is needless, perhaps, to observe, that it is only a general one, as bills may be drawn on one country for cargoes sent to another. But it may be said that this would be an exception to the rule at present, the practice followed at Hamburgh up to the crisis of 1857, of advancing money to be employed in general export trade, having to a great extent been abandoned, and the exports to foreign countries being chiefly made on their capital respectively or that of Sweden.

(No. 1.)—STATEMENT of Value of Exports and Imports of Sweden in the Year 1860.

	Imports.	Exports.		Imports.	Exports.
	Rix-dollars.	Rix-dollars		Rix-dollars.	Rix-dollars.
Norway	5,554,000	4,485,000	Gibraltar, Malta	..	263,000
Finland	1,846,000	1,312,000	Italy	478,000	986,000
Russia	2,921,000	441,000	Austria	249,000	25,000
Danish States	5,872,000	7,067,000	Turkey	..	61,000
Prussia	963,000	1,758,000	Algiers	..	892,000
Mecklenburgh	6,000	610,000	North Africa	..	156,000
Lübeck	18,314,000	4,204,000	United States	6,482,000	2,660,000
Hamburgh	3,697,000	566,000	Canada	..	25,000
Bremen	3,934,000	340,000	West Indies	2,209,000	
Hanover	23,000	214,000	Brazils	4,429,000	653,000
Netherlands	3,286,000	2,753,000	La Plata and South America	..	47,000
Belgium	581,000	2,124,000	Cape of Good Hope	..	625,000
Great Britain and Ireland	16,549,000	41,710,000	East Indies and Australia	1,991,000	582,000
France	1,792,000	7,705,000			
Portugal	516,000	1,397,000	Total	82,469,000	86,496,000
Spain	677,000	2,835,000			

18 rix-dollars = 1*l.*

(No. 2.)—AVERAGE PRICES in Stockholm Market of Principal Articles of Import, subject to Duty.

		1859.		1860.				1859.		1860.	
		Rd.	öre	Rd.	öre			Rd.	öre	Rd.	öre
Cotton	lb.	0	56	0	53	Sugar	lb.	0	33	0	33
Fish	cubic foot	4	58	4	16	Coals (Stybb)	cubic foot	0	32	0	32
Yarn, cotton	lb.	0	75	0	80	Ditto (inferior)	”	0	20	0	20
Hides, dry	”	0	80	0	82	Sulphur	lb.	0	9	0	9
” wet	”	0	60	0	60	Tobacco, leaf	”	1	25	1	35
Hops	centner	65	0	50	0	” stalk	”	0	35	0	37
Coffee	lb.	0	54	0	60	Tallow, Finland	centner	41	25	46	25
Pepper	”	0	39	0	35	Iceland wool	lb.	0	90	0	90
Rice	”	0	14	0	15	Other wool	”	1	37	1	37
Raisins	”	0	40	0	48	Rye meal	centner	5	20	6	0
Salt	cubic foot	0	63	0	63						

Average Prices in Stockholm Market of Principal Articles of Export, subject to Duty.

		1859.		1860.				1859.		1860.	
		Rd.	öre	Rd.	öre			Rd.	öre	Rd.	öre
Alum	centner	8	52	6	66	Corn:—					
Pitch	”	7	31	7	66	Oats	cubic foot	1	36	1	43
Iron, bar	”	7	50	7	50	Wheat	”	3	2	3	41
” hooping	”	10	0	9	70	Barley	”	1	90	2	10
Copper	”	77	50	68	0	Rye	”	1	98	2	30
Steel	”	29	50	29	0	Tar	”	2	40	2	92
Other steel	”	13	0	13	50						

18 Rixdollars = 1*l.*
100 Ore = 1 rix-dollar.
1 Swedish foot = 0·974 English.

1 Centner = 94 lbs English.
1 Swedish lb., "victualie vigt," = 15 oz. English.

(No. 3.)—STATEMENT of Principal Articles Imported from and Exported to Grea Britain and Ireland by Sweden in 1859-60.

Imports.		1859.	1860.	Exports.		1859.	1860.
Cotton	lbs.	3,691,791	7,183,185	Bar iron	Centners	968,015	1,222,57
Cotton thread	”	913,769	832,431	Steel	”	70,184	102,8
Sugar, raw	”	3,148,137	4,936,759	Corn—Oats	Cubic feet	5,172,720	6,006,8
Coals	Cubic feet	11,814,088	11,770,529	Wheat	”	437,402	327,0
Tools and machinery	Rix-dollars	910,611	853,991	Barley	”	1,109,537	1,483,2
Wool	lbs.	449,783	590,726	Deals	dozens	441,304	528,4
Railway rails	Centners	108,495	9,369	Beams and Spars	”	283,707	250,0
” materials.	Rix-dollars	280,801	547,058	Wood, manufactured, various	Rix-dollars	73,014	134,9
Oil	lbs.	2,089,788	2,411,655	Deal ends.	”	205,369	133,1
Wine	Rix-dollars	167,267	202,376	Lobsters	Number	98,000	128,9

(No. 4.)—STATEMENT of Number and Tonnage of Swedish and Foreign Vessels, with cargoes, Entered Inwards and Cleared Outwards from Swedish Ports in each of the Years 1858, 1859, and 1860.

INWARDS.

	Swedish.		Norwegian.		Finnish.		Other Foreign.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
		Lasts.		Lasts.		Lasts.		Lasts.		Lasts.
1858 ..	2,683	89,785	697	42,895	467	13,521	1,235	48,983	5,082	195,184
1859 ..	2,723	105,634	828	53,144	513	19,726	1,255	60,707	5,319	239,211
1860 ..	2,940	115,330	810	44,334	439	16,448	1,291	63,127	5,480	239,239

OUTWARDS.

	Swedish.		Norwegian.		Finnish.		Other Foreign.		Total.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
		Lasts.		Lasts.		Lasts.		Lasts.		Lasts.
1858 ..	3,694	138,588	1,078	119,911	287	16,969	1,733	107,290	6,792	382,758
1859 ..	3,745	171,769	1,433	158,399	261	19,343	1,477	115,597	6,916	465,108
1860 ..	3,918	182,021	1,708	193,126	326	21,634	1,388	101,138	7,340	497,919

1 Swedish last = $2\frac{2}{5}$ tons English.

(No. 5.)—TABLE showing Carrying Trade of Sweden and Foreign Countries with which she has concluded Treaties of Reciprocity.

1860.	Vessels with Cargoes from a third Country.				Vessels with Cargoes to a third Country.			
	Swedish Vessels to under-mentioned Countries.		Vessels of under-mentioned Countries to Sweden.		Swedish Vessels from under-mentioned Countries.		Vessels of under-mentioned Countries from Sweden.	
	No.	Läster.	No.	Läster.	No.	Läster.	No.	Läster.
Finland and Russia	102	6,641	27	2,564	120	8,431	163	16,035
Denmark	345	14,008	95	4,701	47	1,982	351	19,864
Prussia	23	1,235	26	2,618	74	3,350	44	5,073
Mecklenburg	32	1,997	26	2,841	29	1,925	57	6,791
Lübeck	10	336	2	92	4	168	1	46
Hamburgh	37	5,199	3	249	12	1,664	18	1,397
Bremen	11	2,096	..	..	..	..	2	290
Hanover	..	..	124	5,633	..	..	159	7,077
Netherlands	27	3,859	57	3,252	8	476	85	5,194
Belgium	30	3,508	..	..	11	1,069		
Great Britain	269	30,428	11	1,681	442	49,137	7	1,195
France	14	1,550	12	768	59	6,841	1	56
Spain	78	11,406	4	509	34	3,688	2	283
Portugal	18	1,868	..	..	23	2,070		
Sardinia	19	2,605	1	114	2	306	1	114
Tuscany	3	373			12	1,765		
States of the Church ..	1	89			1	72		
Two Sicilies	4	326			8	821		
Austria	15	1,709	..	..	8	766		
Turkey and Egypt	22	2,783	..	..	21	2,414		
United States	13	2,424	..	..	15	2,693	3	621
Brazils	58	7,650	..	..	57	7,342		
Total	1,131	102,090	388	25,022	987	96,982	894	64,036
Norway	97	6,723	268	30,723	271	7,542	1,245	183,225
Total	1,228	108,813	656	55,745	1,258	104,524	2,139	247,261

(No. 6.)—STATEMENT of the Number and Tonnage of Vessels Entered and Cleared from Swedish Ports in the year 1860.

Country.	Number and burden of ships with cargo Entered into Swedish Ports in the year 1860.										Number and burden of ships with cargo Cleared from Swedish ports in the year 1860.									
	Swedish.		Norwegian from other countries than Norway.		Belonging to countries from which ship came.		Other foreign ships.		Total.		Swedish.		Norwegian to other countries than Norway.		Belonging to countries from which ship cleared.		Other foreign ships.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
		Lasts.		Lasts.		Lasts.		Lasts.		Lasts.		Lasts.		Lasts.		Lasts.		Lasts.		Lasts.
Norway	273	6,486	...	...	542	13,611	...	...	815	20,097	415	7,745	...	...	463	9,901	3	83	881	17,729
Finland	123	1,700	...	...	461	14,063	...	...	584	15,763	55	2,030	...	...	191	5,877	1	62	247	7,969
Russia	68	2,868	...	...	37	283	16	1,001	121	4,152	25	961	...	...	32	Uncovered Boats	3	125	60	1,086
Danish States	1,306	14,303	21	2,538	762	7,407	7	429	2,096	24,667	1,827	38,226	4	203	191	3,152	86	7,448	2,098	49,029
Prussia	39	1,146	1	15	11	423	9	319	60	1,903	117	3,040	3	72	4	91	5	189	129	3,392
Mecklenburg	...	...	1	38	...	...	...	...	1	38	99	3,624	...	...	7	242	12	920	118	4,786
Lubeck	351	10,111	...	...	1	66	5	372	357	10,549	279	13,141	...	...	1	66	29	2,445	309	15,652
Hamburgh	40	2,510	1	62	2	161	10	340	53	3,073	27	1,312	...	...	...	...	6	130	33	1,442
Bremen	10	641	1	38	2	300	61	2,891	74	3,870	11	454	2	39	...	...	7	206	20	699
Hanover and Oldenburg	...	...	...	...	2	68	1	30	3	98	5	156	...	...	16	581	7	201	28	938
Netherlands	18	1,174	1	199	41	2,667	15	728	75	4,768	51	2,495	26	3,514	46	3,103	46	2,204	169	11,316
Belgium	28	2,442	4	544	...	...	3	132	35	3,118	37	2,622	58	7,442	...	...	42	2,691	137	12,755
Great Britain and Ireland	719	44,468	216	24,232	215	24,422	226	14,923	1,376	108,045	906	66,270	640	99,016	305	33,697	591	40,272	2,442	239,255
France	25	2,404	8	811	14	822	3	233	50	4,270	88	9,923	405	54,291	103	7,012	29	3,101	625	74.327
Portugal	51	5,199	3	333	...	..	2	114	56	5,646	40	3,737	7	846	...	...	2	78	49	4,661
Spain	70	9,871	4	638	...	...	4	179	78	10,688	66	8,696	57	9,921	...	...	10	1,119	133	19,736
Gibraltar and Malta	...	...	...	...	...	...	...	...	...	...	25	3,878	8	1,596	...	...	2	215	35	5,689
Italy	28	3,558	2	300	...	...	3	149	33	4,007	11	1,446	7	1,321	...	...	...	...	18	2,767
Austria	3	234	...	...	...	...	1	88	4	322	...	...	1	73	...	...	1	58	2	131
Turkey	...	..	...	...	...	...	...	...	...	...	...	...	1	89	...	...	...	...	1	89
Algiers	...	...	...	...	..	...	...	...	...	...	26	3,745	19	3,511	...	...	3	497	48	7,758
Morocco, Tunis and Tripoli	...	...	...	...	...	...	...	...	...	...	1	138	4	564	...	...	...	...	5	702
United States	9	1,169	3	748	14	3,871	1	337	27	6,125	10	1,416	2	482	17	4,915	1	104	30	6,917
West Indies	6	1,053	1	77	...	...	9	1,254	16	2,384										
Brazils	22	2,584	1	150	...	...	10	981	33	3,715	17	2,200	...	...	...	...	2	257	19	2,457
Other parts of America	...	...	...	...	...	...	...	...	...	...	1	166	1	245	...	...	...	...	2	411
Cape of Good Hope	...	...	...	...	...	...	...	...	..	...	16	2,976	...	...	..	...	2	362	18	3,338
East India and Australia	7	1,409	...	...	...	...	2	522	9	1,931	8	1,624	...	...	...	...	4	1,269	12	2,893
Total	3,196	115,330	268	30,723	2,104	68,164	388	25,022	5,956	239,239	4,163	182,021	1,245	183,225	1,366	68,637	894	64,036	7,668	497,919

(No. 7.)—TABLE showing the Number of Manufactories at Work in Sweden in 1860 compared with 1859.

	1859.				1860.			
	Manufactories.	Looms.	Workmen.	Production.	Manufactories.	Looms.	Workmen.	Production.
				Rix-dollars.				Rix-dollars.
Cloth manufactories	96	682	2,837	7,657,738	99	766	2,981	9,190,932
Part-woollen stuffs	30	2,774	2,462	5,452,079	6	664	994	1,501,175
Cotton and linen stuffs					27	2,438	1,677	4,560,845
Cotton-spinneries	20	–	3,746	9,543,052	20	–	4,021	12,181,947
Sail-cloth	3	76	639	510,290	4	76	651	526,197
Silk	6	298	399	809,159	5	328	422	930,248
Ribbon	11	65	84	55,986	11	86	99	93,733
Stockings	16	308	801	487,532	16	335	865	611,421
Calico-printing	16	–	118	110,925	13	–	95	154,198
Dyeing	453	–	1,680	1,324,007	464	–	1,723	1,587,171
Sugar-refineries	10	–	1,065	10,740,959	12	–	1,219	11,924,681
Tobacco and snuff	103	–	1,884	4,314,381	103	–	1,883	4,570,143
Leather	600	–	1,974	3,815,954	598	–	2,064	4,244,785
Glass	21	–	1,313	1,456,899	21	–	1,156	1,515,016
Paper-mills	85	–	1,736	2,540,454	87	–	1,763	3,066,145
Oil-presses	43	–	173	1,058,708	43	–	183	1,076,009
China	2	–	523	826,955	2	–	452	885,074
Soap	13	–	100	767,961	13	–	106	858,946
Stearine candles	3	–	90	455,750	3	–	89	520,300
Mechanical works	67	–	2,573	3,256,386	71	–	2,913	3,580,355
Porter-breweries	2	–	166	499,286	2	–	170	579,590
Crockery	59	–	536	351,694	63	–	538	341,906
Tallow candles	15	–	80	312,970	14	–	107	383,151
Ropes	22	–	189	220,384	22	–	185	221,116
Watches	136	–	319	72,830	132	–	306	75,491
Playing-cards	8	–	50	63,730	7	–	52	88,328
Paper-hangings	16	–	184	134,742	17	–	216	175,075
Chemical works' colours	14	–	56	181,956	16	–	62	235,659
Carriages	18	–	192	191,225	19	–	196	238,041
Lucifer matches	13	–	929	375,890	14	–	1,167	455,510
Yarn and hemp-spinning	3	–	120	64,105	8	–	129	224,720
Chemical works	15	–	99	114,332	13	–	84	108,570
Cork-cutting	13	–	103	121,325	13	–	151	152,416
Chicory	6	–	110	99,239	6	–	99	104,077
Various	540	14	1,984	1,035,420	545	17	1,939	1,025,049
Total	2,478	4,217	29,314	59,024,303	2,509	4,710	30,757	67,988,020
Motala works	–	–	–	1,307,450	–	–	–	1,121,200

(No. 8.)—STATEMENT of Production of Swedish Mines in 1860, as compared with Production in 1859.

		Production of 1860.	Amount by which Production of 1860 was	
			Less than in 1859.	Greater than in 1859.
Iron, ore	Skeppund t. v.[1]	2,144,584	..	239,863
,, pig	,,	924,442	..	16,882
,, cast, manufactured at furnace	,,	26,911	7,947	
,, ,, pig iron	Skeppund b. v.[2]	35,625	4,403	
,, bar	,,	914,676	..	107,813
,, and steel manufactured	,,	161,913	..	25,684
Gold	Ort[3]	..	90·83	
Silver	Lod[4]	5,012·15	..	130·12
Copper	Skeppund	11,640·83	1,789·81	
Nickel copper	Centner[5]	633·43	52·44	
Brass	Skeppund s. t. v.[6]	1,017·26	..	19·445
Manufactured copper	,,	2,818·49	40·62	
Lead	,,	1,886·9	..	64·52
Zinc ore	Centner	29,287	..	29,287
Cobalt ore	Skeppund v. v.[7]	1,366	154	
Sulphur	Skeppund b. v.	1,136·81	215·87	
Vitriol	Centner	circa 6,000	..	circa 500
Red ochre	,,	1,350	..	1,350
Ditto	Tunnor[8]	13,424	1,924	
Alum	,,	6,696	359	
Black-lead	Skeppund v. v.	224·94	174·72	
Porphyry	Value in Rixdollars	9,560	..	2,780
Marble	,,	25,000	..	7,005 rix-d. 32 öre.
Coal	Tunnor	200,708	..	2,206

$5\frac{7}{20}$ Skeppund "tachjern vigt" = 1 ton English.
[2] $6\frac{3}{4}$ Skeppund "berg vigt" .. = 1 ton ,,
[3] 100 Ort .. .. .. = 9 lbs. ,,
[4] 32 Lod .. .. .. = 94 lbs. ,,
[5] 1 Centner .. .. = 94 lbs. English.
[6] $7\frac{1}{2}$ Skeppund "staple town weight" = 1 ton ,,
[7] 2,400 Skeppund "victualie vigt" = 1 ton ,,
[8] 8 Tunnor .. .. = 1 ton ,,

(No. 9.)—SUMMARY of Results of Harvest of 1861 in Sweden.

RETURN FOR SEED SOWN.

	General Harvest.	Fold of Seed Sown.				
		Wheat.	Rye.	Barley.	Oats.	Peas, &c.
1. South Zone	1 over average 3 average 6 under average	5½ to 7½	5 to 7½	5 to 7½	5 to 7½	5 to 7½
2. Middle Zone	8 under average	5 to 6	4 to 6	4 to 6	4½ to 6½	4 to 6
3. North Zone	1 over average 5 average	6 to 7½	6 to 8	6 to 8	6 to 7½	5½ to 7½

Saxony.

Report by Mr. Barnard, Her Majesty's Secretary of Legation.

Coburg, January 1, 1862.

Finance.

THE accompanying Tables of the revenue and expenditure of the Kingdom of Saxony give the exact amount required for each branch of the administration of the Government.

The ordinary Budget (Table No. 1) was laid before the Chambers, accompanied by a Royal Rescript dated November 1857, and the amount specified for each of the three years 1858, 1859, and 1860, as well as each item, were discussed, and, generally speaking, the whole, with few exceptions, was voted, the deductions on some points being balanced by increase on others.

The total income as stated in the Budget amounts to 9,416,593 dollars (1,412,353*l.* 15*s.*).

The expenditure is equal to the income.

The public debt at the end of the year 1859 amounted to:—

	Dollars.	£	*s.*
3 per cent. Bonds issued in 1830	7,003,600	1,050,540	0
4 per cent. Treasury Bills in 1847	9,068,500	1,360,275	0
4 per cent. Treasury Bills in 1852, 1855, 1858, and 1859.	32,377,800	4,856,670	0
3 per cent. Treasury Bills in 1855	4,436,800	665,520	0
Saxon-Silesian Railroad Debt	3,783,400	567,510	0
An old Debt	17,625	2,643	15
Treasury Bonds paying no interest	7,000,000	1,050,000	0
Total	63,687,725	9,553,158	15

The principal items in the income, as stated in the Budget, are:—

	Dollars.	£
Produce of the forests and chase	950,000	142,500
Domains, yearly	113,810	17,071
The Royal coal-pits	44,000	6,600
The mines	133,855	20,028
Railroads	146,700	22,200
Yearly amount gained by salt	420,000	63,000
Turnpikes and bridge tolls	24,000	3,600
Interest of active capital	482,000	72,300
Surplus of lottery	300,000	45,000
Property, poll, and trade tax	2,162,000	324,370

The Extraordinary Budget for the period from 1858 to 1860 is annexed as Table No. 2.

The total of sums voted and the expenditure are of the same amount, viz. 4,900,315 dollars (735,048*l.*).

Among the principal items of this Budget may be specified:—

	Dollars.	£
An additional sum required for the new Museum at Dresden, amounting to	10,000	1,500
Building and improving Hospital and House of Correction at Zwickau ..	100,000	15,000
New Veterinary School at Dresden	82,000	12,300
Buying ground for building an Observatory at Leipzig, together with a telescope	25,000	2,750
A new building for the Porcelain manufactory at Missen	300,000	45,000
Railroad from Schlema to Schneeberg, and alteration of the high-road from Schwarzenberg to the Bohemian frontier	300,000	45,000
Sum required for the indemnification of lawful claims to losses of right of chase	310,667	46,600
Railroad from Tharandt to Freiberg	3,240,000	486,000
Monument in memory of King Frederick Augustus II of Saxony ..	25,000	3,750
For interest of the capital expended in the three years on buildings ..	260,000	39,000

In Table No. 3 will be found a Return of the yearly net produce of the Royal forests in the years from 1855 to 1859, the yearly average of each year being circa 1,094,228 dollars (164,134*l.*).

This produce is derived from about 267,529 acres of woodland. The total surface of the forests contains 1,337,647 acres.

Table No. 4 (under A) gives the yearly amount received by the Kingdom of Saxony from the German Union of Customs for the years 1855 to 1859 for exportation, importation, and transit duties, the average of which amounts to above 1,389,396 dollars (208,404*l.*).

The same Table (under B) gives for the same period a yearly Return of duties received on beet-root sugar, which in 1859 reached the sum of 547,742 dollars (82,161*l.*).

The tax on brandy amounts to 456,391 dollars (68,458*l.*).

The tax on stamps to 158,000 dollars (38,700*l.*).

The state of the tax on finances may be considered as well regulated and good. All Government bonds and securities are at a high price, and vary but little. The whole management of the finances is carried on with much caution, and the prosperity of the country, so well governed, cannot fail to increase, the resources being great, and industry and enterprise prevailing generally.

(No. 1.)—ORDINARY BUDGET of the Kingdom of Saxony for the Years 1858, 1859, and 1860.

Items.	As proposed in Budget.	As Voted by the States for each year 1858, 1859, 1860.	
	Dollars.	Dollars.	Dollars.
A. *Revenue of the State Property and Establishments.*			
A. *From the Domains and other Possessions.*			
1. Forests and chase	900,000	950,000	+ 50,000
2. Rents paid to the Treasury	17,200	17,200	
3. Produce of domains, mills, ponds	113,810	113,810	
4. Vineyards	5,000	5,000	
5. Royal coal-mines	44,000	44,000	
6. Porcelain manufactory	12,000	12,000	
7. Court apothecary	2,000	2,000	
Total	1,094,010 equal to 164,104*l.* 10*s.*	1,144,010 equal to 171601*l.* 10	
B. *Rights of the Crown from Establishment for Traffic and Manufactories.*			
8. Mines, furnaces, &c.	133,855	133,855	
9. Post Office	320,000	345,000	+ 25,000
10. Railroads	1,402,000	1,467,000	+ 65,000
11. Telegraphs	2,000	2,000	
12. Newspapers	27,800	27,800	
13. Salt	420,000	420,000	
14. Drifting wood	50,000	50,000	
15. Turnpikes	220,000	220,000	
16. Bridge tolls	20,000	20,000	
Total	2,595,655 equal to 389,348*l.*	2,685,655 equal to 402,848*l.*	

Items.	As proposed in Budget.	As Voted by the States for each year 1858, 1859, 1860.	
	Dollars.	Dollars.	Dollars.
c. *Interest of active Capital and of casual Revenue of Administration.*			
17. Interest of active capital	482,000	482,000	
18. Fees of office	73,500	73,500	
19. Surplus of the lottery	300,000	300,000	
20. Deduction from pay and pensions in aid of Pension Fund	43,000	43,000	
21. Sum paid by the House of Schönburg towards expense of direction of Circle and Court of Appeal at Zwickau	1,028	1,028	
22. Miscellaneous Receipts	3,000	3,000	
Total	902,528 equal to 135,376*l.*	902,528 equal to 135,376*l.*	
Recapitulation.			
A. Domains	1,094,010	1,144,010	
B. Royal rights	2,595,655	2,685,655	
C. Active capital and Receipts of Administration	902,528	902,528	
Total	4,592,193 equal to 688,828*l.*	4,732,193 equal to 709,828*l.*	
B. *Taxes and Duties.*			
23. *a.* Property-tax, 9-pfenning rate	1,443,000	1,443,000	
b. Extraordinary ditto, at 1-pfenning rate	166,500	..	– 166,500
24. Trade and poll-tax	553,000	553,000	
b. Extraordinary ditto	..	..	
25. Direct Taxes:—			
a. Frontier and Elbe tolls	1,047,350	1,092,700	+ 45,350
b. Duty on beer	188,001	188,001	
c. " slaughtering and on meat	266,757	266,757	
d. " brandy	456,391	456,391	
e. " wine	13,906	13,906	
f. " tobacco	4,919	4,919	
g. " beet-root sugar	334,376	264,376	+ 3,000
h. " stamps	258,000	258,000	
26. Extraordinary Indirect Taxes:—			
a. Increase of duty on slaughtering	99,300	..	– 99,300
b. Increase of duty on stamps	92,000	..	
Total	4,823,500 equal to 723,525*l.*	4,633,050 equal to 694,957*l.*	
Recapitulation.			
A. Revenue of the State property and establishments	4,592,193	4,732,193	
B. Taxes and duties	4,823,500	4,633,050	
Total	9,415,693 equal to 1,412,353*l.* 19*s.*	9,365,243 equal to 1,404,786*l.* 9*s.*	
A. *Expenditure.*			
1. The Royal Household:—			Casual dollars.
a. Civil List .. 370,000	600,000	600,000	
b. Privy Purse and other moneys for the Queen 3,000			
c. Princes and Princesses	233,306	233,306	
d. For maintaining galleries and collections	28,600	28,600	276
2. Interest and liquidation of the Public Debt	2,110,000 650,766	2,110,000 650,766	
3. Annuities of unredeemable capital	52,067	52,067	
4. Moneys paid as composition for claims in legal suits	10,000	10,000	
5. Expenses of the Chambers and elections:—			
a. Journeys, &c., of Members	38,000	38,000	
b. Expense of Parliamentary printed communications	3,400	3,400	
6. General expenses in Government business	2,000	2,000	
Total	3,728,139 276	3,728,139	276
	3,728,415 equal to 559,262*l.*	3,728,415 equal to 559,262*l.*	

Items.	As proposed in Budget.	As Voted by the States for each year 1858, 1859, 1860.	Casual dollars.
	Dollars.	Dollars.	
B. *Privy Council.*			
7. Privy Councillors	6,300	6,260	40
8. Office of Privy Council	1,700	1,700	
9. Chancery of Orders	1,500	1,500	
10. State Paper Office	5,450	5,450	400
11. Accountant-General's Office	8,550	8,550	400
12. Gazette	3,500	3,500	
Total	27,800 equal to 4,170*l.*	26,960	840
		27,800	
C. *Department of Justice.*			
13. *a.* Salaries, office, &c.	36,755	36,755	2,200
b. Attorney-General and office	5,130	5,130	
14. Court of Appeal and office	52,745	52,745	1,700
15. Court of Appeal of the Circles, Dresden, Leipzig, Budissin, Zwickau	72,720	72,720	1,604
16. Additional pay to inferior legal officers	100,000	100,000	
17. Special expenses in legal inquiries	100,000	100,000	
18. Miscellaneous	4,000	4,000	
Total	371,350 5,504	371,350	5,504
	376,854 equal to 56,528*l.* 2*s.*	376,854	
D. *Home Department.*			
19. Salaries, office, &c.	53,470	53,470	3,162
20. Four Directors of Circles and offices	83,070	82,270	3,375
21. High Constables of Districts	36,900	34,520	800
22. For promoting Art and Trade:—			
a. Industrial purposes, Institutions	80,000	80,000	5,000
b. Stud	22,000	22,000	
c. Exchange with communities, and sums compounded for in lieu of services	13,100	13,100	6,700
d. Sums for relief in cases of fire and other accidents	2,000	2,000	
e. Mines, furnaces, and quarries, not regal	6,000	4,500	
f. Regulation of water-courses	3,500	3,500	
23. Rural police in general:—			
a. Civic Guard	3,200	3,200	
b. Gendarmerie	79,640	76,120	2,329
II. Police Office at Bodenbach	1,145	1,265	
c. Expenses connected with public institutions for assisting the poor	4,356	4,365	19
d. For sanitary purposes:			
I. *a.* Surgical Academy	19,920	19,920	
b. Veterinary School	5,700	5,700	
II. Medical and Veterinary establishments in the Provinces	19,890	19,890	280
III. Medical and Veterinary purposes, particularly epidemic illnesses, murrain, &c.	2,500	2,500	
c. Rewards for saving lives	250	250	
24. Additional sums for local establishments, viz., Police, &c.:—			
a. Direction of Police at Dresden	33,900	33,900	
b. Lighting the streets	3,084	3,084	
c. Fire engines	500	500	
d. Poor-houses and hospitals	10,000	10,000	
e. Towards the police at Leipzig	3,500	3,500	
f. For poor and orphan houses in several districts	1,594	1,594	
g. Different Corporations	3,055	3,055	
25. In support of different private institutions and useful establishments	4,291	3,291	1,000
26. Extraordinary expenses	10,000	7,000	
27. Academy of Arts, and for purposes of Art in general	21,112	20,562	1,904
28. Houses of Correction	234,795	228,145	1,205
29. Statistical Bureau	10,000	8,150	
	772,472 equal to 119,271*l.* 18*s.*	751,342	22,774
		772,116 equal to 115,817*l.* 8*s.*	

Items.	As proposed in Budget.	As Voted by the States for each year 1858, 1859, 1860.	Casual dollars.
	Dollars.	Dollars.	
E. *Department of Finance.*			
30. Salaries and office	162,030	162,036	7,056
31. Legal suits	11,000		
32. Vacat.			
33. General expenses on different heads:—			
a. Forests	12,700	12,700	200
b. Domains	11,200	11,200	
c. Customs and Duty Office	29,275	29,275	655
d. Mines	12,800	12,700	100
e. Manufactory of Stamps	10,300	10,300	
f. Administration of Property-tax	15,050	15,050	
g. Mint	2,200	2,200	
34. For general useful purposes:—			
a. Academy at Tharandt, for forest and agricultural education	10,830	10,830	
b. Mining Academy and Schools	11,300	11,300	400
c. In support of mines and furnaces	42,000	42,000	
d. Administration of Bank, guaranteed by Government, for advancing money on mortgage, to landholders	32,800	32,800	2,950
e. Assistance given to private establishments, Corporations, &c.	142	142	135
35. Loss sustained by re-melting at the Mint	3,000	3,000	6,000
36. Fund for miscellaneous purposes	3,000	3,000	
37. Miscellaneous	5,000		
38. Working a deep shaft in the district of Freiberg	91,000		
Total	465,833	435,283	17,496
	17,369		
	483,229 equal to 72,484*l.* 7*s.*	452,779 equal to 67,916*l.* 17*s.*	
F. *Military Department.*			
39. Salaries, office, &c.	42,895	42,895	
40. Officers and Aides-de-camp	61,993	57,193	2
41. Arsenals and War Commissariat	39,944	39,944	
42. Military Administration of Justice, independent of the Brigade and War Administration of Justice	11,283	11,483	95
43. Vacat.			
44. Medical Department	26,884	26,884	
45. Military Board of Works	24,850	24,850	
46. Administration of Magazines	9,456	9,456	
47. General Military Store Establishment	6,105	6,105	
48. Maintenance of the army, viz.:—			
a. Pay, allowance, cost of Officers' quarters, horse-shoeing	750,327	727,182	
49. Clothing and equipment, exclusive of arms	237,971	227,260	
50. Completing the army, viz.:—			
a. Levying recruits	3,600	3,600	
b. Horses for completing Cavalry	38,500	35,300	
51. Expense of barracks and quarters	252,518	245,803	
52. Military schools	32,132	27,720	
53. Additional sums paid towards the education of soldiers' children	9,380	9,380	
54. Military House of Correction	2,592	2,592	
55. Money required to pay different house-rents, burials, firing, and lighting	18,901	18,901	
56. Funds for services formerly provided for by subjects	45,000	4,000	
57. Extraordinary and casual expenses	20,000	20,000	
58. Vacat.			
59. Ditto.			
60. Temporary expenses and cost of maintenance	..	..	1,544
Total	2,065,736	1,986,927	1,641
	1,641		
	2,067,377 equal to 310,106*l.* 11*s.*	1,988,568 equal to 298,285*l.* 4*s.*	
G. *Department for Ecclesiastical Affairs and Education.*			
62. Salaries and office	27,321	27,321	2,534
63. Consistory	4,250	2,250	14
64. The Apostolic Vicarship and its dependents.			
65. The University of Leipzig	45,662	45,662	8,530

Items.	As proposed in Budget.	As Voted by the States for each year 1858, 1859, 1860.	Casual dollars.
	Dollars.	Dollars.	
66. For Evangelical churches and schools, viz.:—			
a. Churches	35,786	35,786	21,500
b. Schools	26,400	27,500	
c. Seminaries for teachers	25,700	25,700	
d. Primary Schools	48,825	48,825	132
67. Roman Catholic churches, schools, and charitable institutions	11,017	11,017	12
68. For Deaf and Dumb Asylum	20,795	20,795	
69. Jewish worship	400	400	
70. Claims from foundations	28		
71. Miscellaneous	2,200	2,200	
Total	260,805 32,486	259,905	33,086
	293,291 equal to 43,993*l.* 13*s.*	292,991 equal to 43,948*l.* 13*s.*	
H. *Foreign Affairs.*			
72. Salaries and office	19,585	19,585	560
73. Foreign Missions	45,300	45,300	7,000
74. Extraordinary expenses	12,300		
Placed at the disposal of the Minister for Foreign Affairs, according to circumstances	5,000	5,000	
Total	82,185 7,560	82,185	7,560
	89,745 equal to 13,461*l.* 15*s.*	89,745 equal to 13,461*l.* 15*s.*	
I. *Share of Expenses of the German Confederation.*			
75. *a.* For the German Central Power	12,000	12,000	
b. Fortresses and general expenses	11,000	11,000	
c. Contribution to building the fortresses of Ulm and Rastadt.			
Total	23,000 equal to 3,450*l.*	23,000 equal to 3,450*l.*	
K. *Amount of Pensions.*			
76. Pensions and allowances of persons belonging to the Court	..	27,673	26,673
77. Ministers and Privy Councillors	13,214		
78. Department of Justice	49,933	49,933	
79. Home Office	54,439	54,439	
80. Finance	186,792	186,792	
81. War	255,313	255,313	
82. Church and Education	8,893	8,893	
83. Foreign Affairs	11,093	11,093	
84. Miscellaneous	134	134	
Total	579,811	579,811	26,673
		606,484 equal to 90,972*l.* 12*s.*	
L. *Board of Works.*			
85. Roads and bridges	644,910	644,910	
86. Government buildings	151,950	151,950	
87. Banks of rivers and water-courses	40,500	40,500	800
88. Fire Insurance	18,300	18,000	
89. Railroads and other technical purposes	3,000	3,000	
Total	858,360	858,360	800
		859,160 equal to 128,874*l.*	
M. *Reserve Fund.*			
90. Deficit in income and other unforeseen purposes	49,192		
Total	49,192 equal to 7,378*l.* 12*s.*		

Items.	As proposed in Budget.	As Voted by the States for each year 1858, 1859, 1860.	Casual dollars.
	Dollars.	Dollars.	
Recapitulation.			
A. General Expenditure	3,728,139	3,728,139	276
B. Ministers and Privy Council	27,000	26,960	840
C. Department of Justice	371,350	371,350	5,504
D. Home Office	772,472	751,342	20,774
E. Department of Finance	465,833	435,283	17,396
F. War Office	2,065,736	1,986,927	1,641
G. Church and Education	260,805	259,903	33,086
H. Foreign Office	82,185	82,185	7,560
I. German Confederation	23,000	23,000	
K. Pensions	579,811	575,811	26,673
L. Board of Works	858,360	858,360	800
M. Reserve Fund	49,192		
	9,283,883 131,810	9,250,593	114,650
Total	9,415,693 equal to 1,422,353*l.* 19*s.*	9,365,243 equal to 1,404,768*l.*	

	Dollars.		£
Income	9,415,693	equal to	1,412,353
Expenditure	9,415,693	„	1,412,353

(No. 2.)—EXTRAORDINARY BUDGET of the Kingdom of Saxony for the Years 1858, 1859, and 1860.

No.	Item.	Sums proposed in Budget.	Sums Voted by the Chambers.
		Dollars.	Dollars.
	I. *Income.*		
1	Extraordinary sums required and derived from sources at the disposal of Government	4,900,325	5,242,658
	Total	4,900,325 equal to 735,048*l.*	5,242,658 equal to 786,398*l.*
	II. *Expenditure.*		
1	Buildings for Schools and Institutions of public utility	35,000	40,000
2	For further improving and repairing the banks of the Röder	10,000	10,000
3	Further sums required for building the Museum at Dresden	10,000	10,000
4	New Veterinary School at Dresden	82,000	82,000
5	Hospital and House of Correction at Zwickau	100,000	100,000
6	Building bought at Annaberg for a seminary	36,000	36,000
7	Building an Observatory at Leipzig, including the ground and a telescope	25,000	25,000
8	Payment of mortgage due on the school-house at Zwickau	2,000	2,000
9	Adding to school-house at Plauen	6,500	6,500
10	Building at Chemnitz, to be used as a barrack	2,258	2,258
11	Hospital for garrison at Leipzig	26,000	26,000
12	Building for military purposes at Dresden	300,000	300,000
13	New building at Meissen for porcelain manufactory	300,000	300,000
14	Branch railroad from Schlema to Schneeberg, and alteration of high-road from Schwarzenberg to the Bohemian frontier	300,000	300,000
15	Alterations and repairs of the buildings in the Zwinger, at Dresden	57,000	57,000
16	Indemnification for losses of right of chase	310,667	600,000
17	Different repairs and buildings	..	4,500
18	Monument in memory of King Frederick Augustus II of Saxony	..	2,500
19	For the baths at Elster	17,000	17,000
20*a*	Three years' interest of money for the above buildings	260,000	260,000
20*b*	Railroad from Tharandt to Freiberg	3,240,000	3,240,000
21	Costs and fees on new standard weights	50,000	50,000
22	Property bought at Tharandt for the Academy	..	8,000
	Total	4,900,325 equal to 735,058*l.*	5,242,658 equal to 786,398*l.*

(No. 3.)—Net Produce of the Saxon Royal Forests for the Years from 1855 to 1859.

Years.	Net Produce.			Surface.			
				Woodland.		Not Wooded.	
	Dollars	ng.	pf.	Acres	rods	Acres	rods
1855	977,417	15	8	266,485	144	9,366	266
1856	909,402	17	7	266,752	10	9,454	293
1857	1,141,171	11	7	266,671	293	9,576	35
1858	1,259,212	18	7	268,606	89	9,688	125
1859	1,183,940	5	1	269,131	84	9,892	16
Total ..	5,471,144	9	0	1,337,647	20	47,978	135
	£820,671						

Yearly average, 1,094,228 dollars = £164,134.

(No. 4.)—Table showing the Amount received Yearly by the Kingdom of Saxony from the German Union of Customs, during the Years from 1855 to 1859.

	1855.	1856.	1857.	1858.	1859.
A.—Customs:—	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Importation	1,319,144	1,341,212	1,370,502	1,497,732	1,207,313
Exportation and Transit ..	54,575	38,593	38,661	39,341	39,914
Total	1,373,719	1,379,805	1,409,163	1,537,073	1,247,227
	£206,002	£206,970	£211,374	£230,560	£187,084
B.—Duty on Beet-root Sugar:—					
January to August	74,724	99,458	149,419	143,599	248,930
September to December ..	141,920	165,405	191,239	293,469	298,812
Total	216,644	264,863	340,658	437,068	547,742
	£32,496	£39,726	£51,098	£60,560	£82,161
Total A and B ..	1,590,363	1,644,668	1,749,821	1,974,141	1,794,969
	£238,498	£246,696	£262,472	£291,120	£269,245

Report on Statistics, &c.

Coburg, January 1, 1862.

Mines, Smelting-Houses, Forges, Furnaces, and Foundries.

THE following information on the above subject is extracted from Returns published by the Statistical Bureau of the Saxon Home Office at Dresden, and includes a period from 1825 to 1858:—

The mines producing metalliferous minerals are separated from those producing coals, peat, dysadile, &c., &c., as their management differs considerably, and the sources from which the information on the former is procured, viz., the Mining Office at Freiberg, are much more correct than those of the latter, which belong generally to private persons or Companies and often pass into different hands.

The accuracy of these Returns improve, however, as a number of Joint Stock Companies now possess all the larger mines, and yearly accounts and regular Returns must of course be published for the information of the shareholders.

A list of the Royal mines at work in the four districts from 1825 to 1858 will be found in Table No. 1.

In comparing the number of workmen in the different years (Table No. 2) with the above number of mines, it will be seen that the increase of miners was as regular as the decrease of mines at work.

In all the larger Royal mines as well as in those belonging to Companies or persons possessing capital, a great extent of power has been achieved by means of steam and water, as also by new invented machines, of which it is unnecessary to give a list, they being those usually made use of in mines.

As regards the produce of the Royal mines, the Table No. 3 confines itself to the amount gained and the quantity of ore sold, viz., silver, potter's, and other ores containing silver, as well as lead and copper, all of which are worked at the well-known smelting-houses at Freiberg, and contain the whole of the above metals which are produced in Saxony.

The district of Freiberg is by far the richest. At Freiberg there is an academy for the education of miners, which is frequented by young men from all parts of Europe and from distant countries.

Since the years 1857 and 1858 zinc has been acquired, and the "zink-blende," of which a large quantity is to be found in the highest hills ("Erzgebirge"), is among the number of ores which are the most profitable and much sought for.

In the district of Schwarzenberg "zink-blende" has been found since 1842, but the quality is inferior, and it is only fit for the fabrication of sulphuric acid and not for zinc.

The "zink-blende" of Freiberg, which has only been in use since 1857, contains silver, and has within the two last years given the following results:—

	Blende sold.	Yielding			Price in Dollars.	
		Zinc.	Silver.	Copper.		
	cwt.	cwt.	lbs.	cwt.		£
1857	38,363·3	12,945·96	1,077·135	9·7	17,950	2,692
1858	19,433·3	6,497·04	578·095	..	9,240·6	1,386

Table No. 4 contains price and quantity of crystallized tin ore acquired from the mines in the districts of Altenberg and Schwarzenberg. The prices in 1843 were at their minimum, viz., 24 dollars (*3l.* 12*s.*) per cwt.; whereas in 1857 they reached their maximum, viz., 48 dollars (*7l.*), and since 1858 are fallen as low as 37½ dollars (*5l.* 2*s.* 6*d.*).

Bismuth ore is by no means plentiful, and is, in fact, of little importance, as the entire quantity of metal acquired does not exceed 150 cwt. yearly.

Table No. 5 gives the quantity and price of nickel and cobalt ores sold yearly from 1825 to 1858, the greater part or nearly the whole of which is procured from the mines in the district of Schwarzenberg. Great variations have taken place in the value of these ores, which in 1854 was extremely low, and in 1858 had made but little progress.

This must be attributed to the changes to which the fabrication of smelt have been subject.

Quantity sold, 193,704 cwt.: price paid, 3,931,986 dollars (539,797*l.*).

Table No. 6 gives the price and quantity sold of ironstone (siderites), in which all sorts of iron ore, viz., meadow ironstone, red ironstone, sparry ironstone, magnetic ironstone, are included. These ores are found in the district of Schwarzenberg and in Voigtland.

This branch of mining made great progress for many years and doubled its receipts, until about two years ago, when it gradually decreased, but no particular reason is given for this falling off.

The quantity sold between the years 1825 and 1858 was 14,089,514 cwt., and the price paid amounted to 1,750,568 dollars (262,585*l.*).

Of the number of mines in activity mentioned in Table No. 1, there were in 1852, 79; in 1854, only 62; in 1858, 85, employed in procuring iron ore: and the number of workmen was, in 1852, 873; in 1855, only 694; and in 1858, 1,085.

Table No. 7 gives a list of all the remaining products of the Royal mines sold in the period from 1825 to 1858, with amount of price.

In Table No. 8 will be found a list of what was sold in the years from 1856 to 1858, together with the amount received in the different districts.

The returns and information as to coals in Saxony have only been published since 1853.

The following Table (No. 9) is, generally speaking, the best and most to be depended upon, but from many of the pits in private hands, no regular Returns are to be procured. It must be remarked here, that the average weight of a Dresden bushel is 180 lbs., making allowance for the several qualities, amongst which there is often some difference in point of weight. Coals are found near Dresden, where there are several pits; but between Chemnitz and Zwickau the largest quantities are found.

In 1858 there were 51 new enterprises, 22 of which occupied a space of 15,000 acres, with 30 pits and 31 steam-engines of 622 horse-power, the remaining 29 occupying 13,000 acres, with 22 pits and 4 steam-engines of 54 horse-power.

In the neighbourhood of Dresden there were at the same time only 4 new enterprises, occupying 2,400 acres, with 3 steam-engines of 117 horse-power.

The largest quantity of peat is found in Saxon Lusatia. The district Zittau furnished 1.222,648 bushels, worth 135,820 dollars (20,373*l.*), from 11 pits, with 632 workmen.

The district of Budissin, 367,047 bushels, worth 42,758 dollars (6,413*l.*), from 6 pits and 329 workmen.

The district Reichman, with 11 pits and 193 workmen, 250,704 bushels, worth 22,716 dollars (3,407*l.*).

In the neighbourhood of Leipzig, viz., Wurzen, Grimma, Borna, and Colditz, is also found, but there are no pits, only diggings.

Anthracite is only found in the hills on the frontier of Bohemia.

The workmen employed in coal-pits receive on an average above 3 dollars (9*s.*) a-week; boys under 14 years of age are not employed in coal and peat-pits.

Women are not generally allowed to work in pits, except near Dresden in coal-pits, and in Lusatia in peat-pits.

Table No. 10 shows the quantity of coal furnished in 1858 in Saxony, with its value.

The coals and peat exported from Saxony from 1852 to 1858, amounted to 24,384,631 cwt., and during the same period the importation of peat from Bohemia, and of coals from England and Silesia, amounted to 5,286,571 cwt.

In Table No. 11 will be seen the quantities of gold, silver, copper, lead, and litharge produced and sold during the period from 1844 to 1858.

(Signed) CHARLES T. BARNARD.

(No. 1.)—NUMBER of Mines working during the Years 1825–58.

Years.	Altenberg.	Freiberg.	Marienberg.	Schwarzenberg.	Total.	Royal Mines.	Mining Companies and Parishes.	Private Property.
1825	30	154	154	296	634			
1826	24	149	142	300	615			
1827	25	154	151	289	619			
1828	24	153	151	293	621	31	259	331
1829	30	152	144	262	588	31	252	305
1830	26	143	138	258	565	30	254	281
1831	25	135	153	215	528	29	259	240
1832	27	128	147	212	514	28	255	231
1833	28	133	165	214	540	28	264	248
1834	26	120	171	197	514	27	241	246
1835	35	115	163	208	514	26	231	257
1836	28	114	151	206	506	26	230	250
1837	34	120	151	198	503	26	215	262
1838	33	122	142	181	478	26	208	244
1839	30	127	139	196	492	26	206	260
1840	38	123	136	197	494	27	214	253
1841	37	123	136	182	478	24	209	245
1842	35	123	128	186	472	24	205	243
1843	34	105	135	185	459	24	199	236
1844	29	106	127	176	438	25	187	226
1845	29	105	121	165	420	25	182	213
1846	28	104	121	164	418	26	176	216
1847	30	104	117	163	414	25	172	217
1848	27	107	110	166	410	25	174	211
1849	27	111	113	168	419	25	179	215
1850	27	123	114	163	427	25	176	226
1851	26	125	103	169	423	25	170	228
1852	47	111	110	150	418	19	152	247
1853	50	93	103	142	388	21	156	211
1854	38	88	97	139	362	22	148	192
1855	36	84	102	136	358	22	138	198
1856	31	84	73	228	416	23	134	259
1857	33	87	91	257	468	23	142	303
1858	31	88	99	308	526	23	147	256

(No. 2.)—NUMBER of Workmen in Districts.

Years.	Altenberg.	Freiberg.	Marienberg.	Schwarzenberg.	Total.
1825	554	4,522	785	2,015	7,946
1826	583	4,497	825	2,049	7,954
1827	611	4,625	875	1,943	8,054
1828	590	4,750	863	2,053	8,256
1829	584	4,804	842	2,106	8,336
1830	590	4,903	833	2,118	8,444
1831	580	5,084	883	2,079	8,626
1832	596	4,972	875	2,069	8,512
1833	583	5,147	920	1,948	8,598
1834	581	5,134	872	2,063	8,650
1835	577	5,171	895	2,142	8,785
1836	595	5,419	859	2,172	9,045
1837	615	5,091	918	2,167	8,791
1838	627	5,209	887	2,128	8,851
1839	639	5,320	993	2,233	9,185
1840	600	5,410	927	2,235	9,172
1841	608	5,596	906	2,280	9,390
1842	592	5,542	911	2,255	9,300
1843	525	5,535	888	2,268	9,216
1844	515	6,110	770	2,129	9,524
1845	444	6,489	837	2,113	9,883
1846	440	6,562	786	2,070	9,858
1847	450	6,721	803	1,823	9,797
1848	451	6,713	776	1,951	9,891
1849	453	6,921	756	1,876	10,006
1850	461	7,093	693	1,871	10,118
1851	497	7,585	717	1,914	10,713
1852	644	7,666	640	1,848	10,798
1853	654	7,935	633	1,855	11,077
1854	690	8,195	604	1,840	11,329
1855	636	8,285	642	1,839	10,402
1856	618	8,355	569	2,039	11,581
1857	647	7,927	680	2,345	11,599
1858	660	7,877	725	2,202	11,464

(No. 3.)—STATEMENT of the Amount of Ore Gained and Sold in the Years 1841-58.

Years.	Weight of Ore.		Ore contains						In each cwt. of Ore, average Quantity of			Price paid for		Average Price of Ore per cwt.
	Ore for Delivery.	Flux Ore.	Silver.			Lead.	Copper.	Cobalt and Nickel.	Silver.	Lead.	Copper.	Ore for Delivery.	Flux Ore.	
	cwts.	cwts.		lbs.	parts.	cwts.	cwts.	cwts.	lbs.	lbs.	lbs.	dollars.	dollars.	dollars.
1841	157,303·8	33,360·2	Good ore and alloy ...	30,106	16·00	14,547·50	496·30	...	...	...	...	611,628·8		
1842	146,458·7	27,502·7	,, ,, ...	28,039	91·10	15,198·70	192·30	...	...	...	...	571,895·4		
1843	164,258·3	27,415·1	,, ,, ...	32,239	98·00	19,145·60	208·40	...	...	...	...	804,124·9		
1844	193,282·1	18,481·2	,, ,, ...	35,102	52·00	21,269·10	160·88	...	...	...	...	865,461·3		
1845	202,847·7	18,614·4	,, ,, ...	36,953	26·50	22,274·70	189 67	...	...	...	...	911,536 0		
1846	225,916·3	7,523·3	,, ,, ...	38,893	58·50	25,123·80	220·53	...	...	...	...	956,823·6		
1847	256,813·7	12,946·0	,, ,, ...	42,481	55·00	33,263·67	269·93	...	...	...	..	1,064,466·1		
1848	247,938·7	5,627·5	Good ore	40,067	01·00	34,425·94	220·00	...	...	...	...	1,009,166·9		
1849	256,185·4	22,113·4	,, ...	40,867	64 00	33,791·90	197·95	...	0·159	13·151	0·077	1,010,804·1	6,258·4	3·945
1850	275,165·2	30,153·9	,, ...	44,610	48·00	42,336·70	231·80	8·538	0·162	15·385	0·084	1,133,906·8	7,715·8	4·117
1851	301,894·0	51,603·3	,, ...	44,552	74·00	52,724·36	232·46	40·947	0·142	17·458	0·077	1,151,679·2	11,992·1	3·814
1852	322,044·9	99,348·5	,, ...	46,860	08·50	53,869·17	466·29	124·607	0·145	16·727	0·145	1,142,471·5	20,662·4	3·548
1853	315.342·6	108,300·8	,, ...	49,250	55·50	52,909·45	464·22	32·172	0·156	16·778	0·147	1,201,072·3	33,539·9	3·808
1854	347,648·8	108,240·2	,, ...	49,808	86·30	61,412·58	804·25	59·695	0·143	17·670	0·231	1,219,174·0	24,725·6	3·507
1855	357,005·7	131,885·9	,, ...	50,550	63·00	70,758·24	419·55	55·773	0·141	19·820	0·117	1,261,163·9	31,184·4	3·533
1856	381,598·3	136,344·2	,, ...	55,508	...	77,952·11	290·00	19·572	0·145	20·428	0·076	1,396,828·1	29,753·9	3·660
1857	361,302·1	119,585·6	,, ...	56,787	92·50	87,144·79	366 80	11·880	0·157	24·120	0·101	1,491,724·7	29,190·2	4·129
1858	352,582·7	128,827·2	,, ...	55,223	73·00	84,798·17	356·79	10·530	0·157	24·050	0·101	1,450,208·5	22,429·6	4·113
Total	4,865,589·0	1,090,872·8	... .	777,904	63·70	802,846·58	5.788·741	263·741				19,454,338·4 =	£2,918,158	

(No. 4.)—STATEMENT of the Quantity and Value of Crystallized Tin Ore obtained from the Mines in the Districts of Altenberg and Schwarzenberg in the Years 1839–58.

Years.	Crystallized Tin Ore from		Quantity of Tin.	Average Quantity of Tin in each Cwt.	Average Value per Cwt.
	Altenberg.	Marienberg and Schwarzenberg.			
	cwt.	cwt.	cwt.		Dollars.
1839	657,945	128,700	2,526	0·00321	29·86
1840	652,275	74,184	2,332	0·00321	29·54
1841	665,430	102,990	2,292	0·00298	28·61
1842	572,865	83,272	2,053	0·00313	27·25
1843	720,945	83,722	2,085	0·00321	23·87
1844	740,804	54,360	2,348	0·00295	24·34
1845	475,125	60,870	1,992	0·00372	30·84
1846	473,254	65,528	1,904	0·00353	34·82
1847	441,075	109,300	1,809	0·00328	35·59
1848	368,550	94,700	1,604	0·00346	30·79
1849	375,120	80,700	1,548	0·00340	28·60
1850	494,370	131,700	1,878	0·00300	27·54
1851	587,149	105,300	2,095	0·00303	28·14
1852	781,695	116,700	2,574	0·00286	29·98
1853	811,450	139,700	2,730	0·00287	38·43
1854	810,443	119,300	2,849	0·00306	39·94
1855	808,680	157,300	2,954	0·00306	37·22
1856	690,195	156,300	2,953	0·00306	44·93
1857	611,490	93,000	2,290	0·00325	48·44
1858	769,320	51,700	2,404	0·00293	37·56
Total ..	12,508,180	2,009,334	45,360	0·00313	33·05

(No. 5.)—STATEMENT of the Quantity and Value of Nickel and Cobalt Ores sold in the Years 1825–58.

Years.	Nickel and Cobalt Ore sold.	Price paid.	Average Price per Cwt.	Years.	Nickel and Cobalt Ores sold.	Price paid.	Average Price per Cwt.
	cwt.	Dollars.	Dollars.		cwt.	Dollars.	Dollars.
1825	5,651·3	99,875·3	17·67	1844	6,988	143,492·4	20·97
1826	5,663·5	105,834	18·69	1845	6,688	146,966·5	21·45
1827	5,678·1	110,923·4	19·53	1846	6,313	145,104·9	23·28
1828	5,745	117,616·3	20·47	1847	6,237·8	92,801·9	23·26
1829	5,804·7	120,615·9	20·78	1848	3,847·1	93,039·7	24·12
1830	5,632·3	113,538·8	20·07	1849	4,596	84,434·1	20·24
1831	5,849·4	117,061·3	19·75	1850	3,425·6	89,035	24·65
1832	5,647·2	115,487·1	20·78	1851	4,479·9	98,047·8	19·87
1833	5,628	122,131·4	20·52	1852	5,413·9	90,787·9	18·11
1834	5,833	114,863·7	20·94	1853	5,388·3	96,036·7	16·85
1835	5,433	106,155·5	21·14	1854	5,879·2	98,976	16·34
1836	5,185	131,989·8	20·47	1855	5,919	95,140·3	16·72
1837	6,288	129,274·5	20·49	1856	5,537	101,050·6	17·18
1838	6,228·9	133,305·2	20·76	1857	5,514·9	73,229·4	18·32
1839	6,275·5	137,075 5	21·24	1858	3,955	115,538·8	18·52
1840	6,498	144,869·3	21·95				
1841	6,701·6	151,005·8	21·61	Total ..	193,704·4	3,931,986·8	20·30
1842	6,887·1	150,053·5	21·93				
1843	6,893	146,569·9	21·77			£589,792	

(No. 6.)—STATEMENT of the Quantity and Value of the Iron Stone sold in the Years 1825-58.

Years.	Quantity produced.				Value of Produce.						Total Iron Stone and Pigs of Iron.		
	Iron Stone.		Pigs of Iron.		Iron Stone.			Pigs of Iron.			Weight.		Price.
	Loads, at 22 cwt.	Cwt.	Loads, at 17 cwt.	Cwt.	Per Load.	Per cwt.	Amount.	Per Load.	Per cwt.	Total.			
					Dol. ng. pf.	ng. pf.	Dollars.	ng. pf.	ng. pf.	Dollars.	Loads.	cwt.	Dollars.
1825	9,669·4	212,322·0	2,180·6	37,070·2	2 26 5·0	3 9·4	27,880·3	12 0·8	0 7·1	877·9	11,850·0	249,392·2	28,758·2
1826	9,252·9	196,881·2	3,024·0	51,408·0	2 24 6·2	3 9·8	26,097·1	11 6	0 6·8	1,170·3	12,276·9	248,289·2	27,267·4
1827	9,473·2	201,597·5	1,952·1	33,186·0	2 24 8·5	3 9·8	26,793·0	11 4·7	0 6·7	746·2	11,425·3	234,783·5	27,539·8
1828 . ..	9,930·5	212,115·6	2,188·8	27,210·0	2 22 3·1	3 8·5	27,243·0	13 6·2	0 8·0	994·2	12,219 3	249,325·1	28,237·2
1829	12,061·6	253,494·9	2,128·6	36,186·2	2 17 1·5	3 6·8	31,018·9	13 1·9	0 7·8	935·6	14,190·2	289,681·1	31,954·5
1830	11,630·7	247,242·6	1,605·8	27,298 6	2 18 2·4	3 6·8	30,333·2	14 8·1	0 8·7	792·8	13,236·5	274,541·2	31,126·0
1831	12,745·9	268,808·9	3,042·2	51,618·4	2 21 9·0	3 8·9	34,804·5	15 6·8	0 9·2	1,587·6	15,788·1	320,427·2	36,392·1
1832	12 586·7	263,852·9	2,506·1	42,603·7	2 19 3·1	3 7·7	33,168·9	13 1 0	0 8·4	1,195·9	15,042·0	306,456·6	34,364·8
1833	11,232·0	238,017·9	2,259·9	38,418·3	2 24 7·0	4 0	31,746·2	16 2·2	0 9·5	1,222·1	13,491·9	276,436·2	32,968·3
1834	11,341·2	237,640·8	1,823·8	31,104·9	2 23 2·1	3 9·7	31,458·6	13 6·9	0 8·0	832·7	13,165·0	268,745 7	32,291·3
1835	13,236·4	276,685·3	2,156·7	36,663·9	2 17 1·3	3 6·9	24,031·7	14 0·3	0 8·3	1,009·0	15,393·1	313,349·2	35,040·7
1836	15,076·1	313,872·1	2,536·0	43,112·0	2 21 2·0	3 9·0	40,807·0	17 1·0	1 0·4	1,497·4	17,612·1	356,984·1	42,304·4
1837 . ..	15,429·7	317,537·6	2,544·0	43,248·0	2 26 6·5	4 0·9	44,568·4	15 2·9	0 8·9	1,296·6	17,973·7	681,580·8	45,865·0
1838	14,130·4	290,289·2	2,540·6	43,190·2	2 23 5·7	4 0·7	39,364·8	15 4·2	0 9·1	1,305·9	16,671·0	360,785·6	40,670·7
1839 .. .	15,205·0	305,778·0	3,184·6	54,148·2	2 19 1·6	3 9·2	40,352·9	14 9·6	0 8·8	1,588·3	18,389·6	333,479·4	41,941·2
1840 . ..	17,518·7	357,191·8	3,100·2	52,703·4	2 11 0·8	3 4·8	41,509·1	14 1·3	0 8·3	1,460 3	20,618·9	359,916·2	42,969·4
1841	24,940·3	498,806·7	3,047·9	51,814·3	2 1 4·3	4 5·9	76,011·2	16 1·9	0 9·5	1,645 6	27,988·2	409,823·2	77,656·8
1842	22,461·1	449,222·4	3,652·9	62,099·3	2 25 3·3	4 2·7	63,890·3	14 8·1	0 8·7	1,803·8	26,114·0	550,621·0	65,694·1
1843	15,735·4	314,708·9	2,118·6	36.016·2	2 29 8·2	4 4·9	47,143·7	15 8·3	0 9·3	1,118·0	17,854·0	511,321·7	48,261·7
1844	16.246·0	324,919·0	3,308·0	56,236·0	2 19 5·5	3 9·8	43,082·7	14 5·8	0 8·6	1,608·6	19,554·0	350,725·1	44,691·3
1845	15,180·4	303,607·9	3,062·8	52,067·6	2 24 2·2	4 2·4	42,617·5	13 7·6	0 8·1	1,404 8	18,243·2	381,155·0	44,022·3
1846	19,035·8	380,716·0	1,615·0	27,455·0	2 21 1·2	4 0	51,506·7	13 3·1	0 7·8	716·8	20,650·8	355,675 5	52,223·5
1847	18,116·4	362,327·5	2,212·0	37,604·0	2 21 6·5	4 0·8	49,310·4	13 9·5	0 8·2	1,029·2	20,328·4	408,171·0	50,339·6
1848 . ..	18,017·5	360,350·4	2,659·0	45,203·0	2 16 5·3	3 8·3	46,022·1	15 9·0	0 9·0	1,407·8	20,676·5	399,931·5	47,429·9
1849	16,644·0	332,879·2	1,697·2	28,852·4	2 22 6 4	4 1·3	45,853 5	14 2·4	0 8·4	805·6	18,341·2	405,553·4	46,659·1
1850	19,193·2	383,864·0	1,830·0	31,110·0	2 24 2·3	4 2·1	53,891·2	14 8·6	0 8·7	906·5	21,023·2	361,731·6	57,497·7
1851	18,923·5	378,496·2	1,172·4	19,930·8	2 25 4 8	4 2·7	53,921·7	19 6·5	1 1·5	768·1	20,095·9	414,974·0	52,689·8
1852	22,971·3	459,426·6	827 0	14,059·0	2 27 4·1	4 3·7	66,932·7	18 3·5	1 0·9	506·1	23,798·3	398,400·0	67,438·8
1853	20,321·6	411,796·9	1,031·0	17,527·0	3 1 9·7	4 5·4	62,300·0	17 2·3	1 0·1	592·3	21,352·6	473,485·6	62,892·3
1854	19,032·2	384,449·8	801·0	13,617·0	3 5 6·0	4 7·3	60,638·1	20 7·0	1 2·2	552·7	19,833·2	429,296·9	61,190·8
1855	22,924·3	504,334·6	1,087·0	18,479·0	3 4 0	4 2·7	71,828·5	20 5 6	1 2·1	744·8	24,011·3	398,066·8	72,573·3
1856	29,899·9	657,797·8	1,399 0	23,783·0	3 5 4·4	4 3·3	95,115·3	21 3·0	1 2·5	993·2	31,298·9	522,813·6	96,108·5
1857	48,960·2	1,077,124·4	1,397·0	23,749·0	2 11 0·9	3 2 3	116,021·2	22 0·8	1 2·9	1,028·0	50,357·2	1,100,873 4	117,049·2
1858	49,227·9	1,083,013·8	571·0	9,707·0	2 17 2·6	3 5·1	126,777·9	20 0·2	1 1·8	381·0	49,798·9	1,092,720·8	127,158·9
Total ..	618,301	12,861,044·4	72,262·8	1,228,469·6	2 23 1·7 equal to 8*s*. 3½*d*.	4 0 equal to 4½*d*.	1,714,042·3 equal to 257,106*l*.	15 1·6 equal to 1*s*. 5½*d*.	0 8·9	36,526·3 equal to 5,478*l*.	690,564·2	14,089,514·0	1,750,568·6 equal to 262,585*l*.

(No. 7.)—STATEMENT of the Quantity and Amount received for different Minerals in the Years 1825-58.

Years.	Arsenic Pyrites.		Magnetic Iron Pyrites.		Vitriol and Copper Pyrites.		Sulphur Pyrites.		Poor Sulphuret of Lead.		Antimony Ore.		Wolfram.		Zink Blende.		Graphite.		Manganese.		Copper Magnetic Iron Stone.		Blood Stone.		Iron Dross.		Pitch Blende.		Sparry Fluor.		Baryte.		Porcelain Earth.		Quartz.		Chalk Stone.	
	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwt.	Dlr.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs.	Cwts.	Dollrs	Cwts.	Dollrs.	Cwts	Dollrs.
1825	3,526	1,667·3	...	...	906	164·7	...	...	...	...	...	...	...	...	...	...	659	258 2	548	278·3	...	...	43·0	129·0	...	...	0·3	8 4	...	...	13	17·0	800	2,400				
1826	10,415	3,941·1	...	...	2,325	619·7	...	...	...	...	...	...	...	...	...	...	2,479	298·2	763	386·1	...	...	10·0	47·7	15·5	9·2	...	...	...	...	...	...	1,200	3,000	520	86·7		
1827	6,391	3,624·6	...	...	3,658	582·0	...	...	...	...	...	...	...	...	...	...	2,238	905 8	539	409·0	...	...	...	...	47·0	35·2	0·5	18·7	...	...	...	...	1,200	3,000	16	3·9		
1828	5,473	2,201·7	...	...	2,934	619·5	...	...	...	...	...	...	...	...	...	...	3,127	521·5	970	695·3	...	...	...	...	40 0	26·6	2·0	73·3	...	...	...	...	1,200	3,000	2,700	610·0		
1829	3,821	1,853·4	...	...	4,033	406·4	...	...	...	...	...	...	...	...	6 5	18·2	1,461	589·1	682	404·1	...	...	13·0	56·5	...	...	...	...	...	...	...	...	1,200	3,000	975	243·7		
1830	2,453	1,221·0	...	...	5,916	425·3	...	...	...	...	...	...	...	...	18·0	50·0	1,670	1,032·6	644	432·9	...	...	4·0	14·5	...	...	0·1	1·5	...	...	...	...	1,200	3,000	1,080	270·0		
1831	1,683	815·6	...	...	4,379	1,337·4	...	...	...	...	...	...	...	...	5·0	12 5	4,287	699·2	552	356·4	...	...	13·8	53·9	...	...	...	...	...	...	...	...	1,200	3,000	938	234·5		
1832	2,939	1,342·3	...	...	2,258	1,993·2	...	...	...	...	...	...	...	...	5·7	13·2	6,539	334·8	925	578·9	...	...	5·0	10·0	...	...	...	...	9	4·9	71	36·8	1,200	3,000	532	133·0		
1833	4,887	1,937·4	...	...	2,014	539·2	...	...	...	...	...	...	...	...	8 2	19·1	2,066	377·0	897	551·4	...	...	...	...	...	...	...	...	756	252·0	...	...	1,468	3,192	500	125·0		
1834	5,796	2,051·9	...	...	3,119	526·	...	...	...	...	...	...	...	...	13·5	27·0	2,220	671·1	892	544·3	...	...	9·0	20·3	3·0	1·5	...	...	...	...	27	12·3	1,200	3,000	1,116	279·0		
1835	7,355	3,219·8	...	...	2,224	1,041·1	...	...	...	...	...	...	...	...	0·3	0·5	4,169	395·8	1,224	793·4	...	...	...	...	27·0	18·0	...	...	...	...	80	36·7	1,200	3,000	941	166·2		
1836	8,482	3,951·4	...	...	508	879 0	...	...	...	...	...	...	...	...	4·0	8·0	3,137	98·9	794	518·1	...	...	...	...	27·0	18·0	...	...	...	...	...	...	1,505	3,500	919	229·7		
1837	6,285	3,001·4	...	...	1,313	604·3	...	...	...	...	...	...	...	...	...	...	2,300	259·9	714	409·3	...	...	...	...	24·0	20·0	...	...	699	233·0	55	25·2	1,509	3,244	98	24·5		
1838	6,224	3,030·8	300	100 0	2,509	795·0	...	...	...	...	...	...	...	...	...	...	3,107	241·4	1,361	755·9	...	...	...	...	30·0	25·0	...	...	...	...	...	...	1,309	3,211	593	84·9		
1839	5,570	2,905·1	300	100·0	1,625	912·4	...	...	...	...	...	...	...	...	...	...	3,698	203·1	1,593	984·6	...	...	0·3	1·0	12·0	6·0	...	...	...	...	135	61·9	1,251	3,090	439	109·7		
1840	6,819	2,336·5	100	33·3	2,054	639·6	...	...	...	...	...	...	...	...	...	...	2,583	235·9	2,472	158·2	...	...	1·0	3·0	47·0	24·0	0·1	9·3	...	...	30	13·7	1,236	3,040	1,081	270·2		
1841	3,165	1,682·0	...	...	5,115	797·9	16·0	88·0	...	...	...	...	...	...	...	...	2,428	672·2	1,998	1,360·8	...	...	2·0	4·4	110·0	70·3	2·5	101·3	6	2·0	77	35·3	900	2,312	76	29·2		
1842	3,339	1,564·2	626	215·2	2,943	812·2	60·0	270·0	...	...	...	...	1·0	0·2	...	...	2,567	397·4	2,574	1,884·9	...	...	25·9	112·6	128·0	93·3	4·0	181·3	1	0·3	76	32·9	506	1,300	736	188·2		
1843	6,523	3,500·9	324	114·8	5,463	1,458·9	83·2	374·6	...	...	...	...	73·0	24·3	...	...	5,011	625·4	1,349	1,047·5	...	...	161·1	1,075·2	70·0	41·7	8·0	288·6	10	3·7	44	20·7	148	380	417	108·4		
1844	6,489	3,404·1	...	...	1,394	1,093·1	216·0	972·1	...	...	...	...	231·0	70·9	...	...	4,014	185·9	1,887	1,548·8	...	...	53·1	346·2	...	...	12·1	339 9	123	41·0	143	59·3	264	678	774	146·3		
1845	4,644	2,589·3	...	...	736	664·2	35·0	157·5	...	...	...	...	...	...	...	...	1,962	98·1	2,442	1,769·1	...	...	172·0	698·	...	...	27·6	827·0	6	2·0	77	31·1	675	1,734	...	...		
1846	6,739	3,294·7	...	...	800	861·4	26·7	120·0	18·0	84·0	...	...	...	...	...	...	2,742	106·7	1,796	1,184·3	...	...	...	...	...	...	37·2	186·8	12	4·0	976	205·6	500	1,284	804	138·5		
1847	4,424	2,306·4	...	...	596	662·5	24·3	109·4	26·2	122·5	...	...	...	...	...	...	2,519	79·5	1,543	1,115·8	...	...	95·0	432·5	...	...	28·5	1,703·1	187	50·6	116	38 7	1,150	2,954	220	55·0		
1848	4,958	2,091·3	...	...	789	515·0	13·0	58·5	6·4	31·0	...	...	...	...	...	...	1,948	79·8	1,222	1,067·8	...	...	5·5	176·7	...	...	6·5	1,303·1	461	153·3	287	71·7	675	1,734	290	48·3		
1849	5,634	1,917·2	809	202·4	1,925	520·4	38·0	170·0	4·0	25·0	...	...	...	...	...	...	1,963	317·1	2,715	2,171·5	...	...	11·0	33·0	...	...	5·0	812·0	302	81·7	115	30·8	675	1,734	662	110·3	864·5	123·1
1850	16,381	5,384·5	2,290	572·5	800	1,824·2	20·0	90·0	...	...	...	...	...	...	...	...	4,655	104·2	2,817	2,424·4	...	...	236·0	985·7	...	...	9·7	225·2	323	96·8	211	42·2	450	1,156	334	55·7	3,130·0	303·9
1851	11,899	4,074·2	1,970	492·5	926	4,351·9	9 9	43·6	1·0	6·1	...	...	110·0	36·7	...	...	10,552	176·0	1,302	988·4	...	...	49·2	190·2	...	...	6·7	382·3	108	33·9	919	197·8	1,170	3,006	2,322	387·0	2,659·0	242·4
1852	14,701	4,570·0	2,471	614·0	690	3,747·5	252·2	350·1	9·4	57 3	...	...	1,385·0	467·6	...	...	11,955	69·0	1,629	1,294·0	...	...	36·0	190 0	...	...	41·3	471·4	571	111·1	1,015	169·3	...	...	1,032	182·9	2,067·0	103·3
1853	15,818	8,813·2	350	58·3	990	3,416·8	241·0	1,343·0	...	...	...	...	2,985·7	841·3	...	...	12,964	131·0	1,731	1,602·6	...	...	239·1	388·8	96·0	8·0	58·2	876·9	348	98·4	653	87·1	...	...	1,481	204·0		
1854	14,874	7,044·7	2,150	358·3	280	2,325·5	42·0	203·0	...	...	266·0	298·4	1,332·0	444·0	...	...	6,744	28·0	1,561	1,270 3	...	...	20·0	62·8	18·0	9·0	25·8	8·353	2,301	432·0	443	87·8	...	...	686	109·8		
1855	16,515	9,710·4	4,620	616·0	160	3,255·1	4·1	20·6	2·7	16·5	...	...	13·0	3·5	...	...	9,406	16 0	2,171	1,799·8	...	...	39·0	102·2	302·0	42 9	13·4	2·375	1,894	264·0	738	113·7	...	...	1,825	292·0		
1856	15,799	10,507·5	4,754	750·2	125	2,828·7	11·0	58·2	...	...	0·4	0·4	121·0	42·0	...	...	10,024	12·5	3,191	2,963·5	3,583	390·3	37·7	126·6	20 1	10·1	5·4	71·6	3,015	585·1	187	25·4	...	...	1,525	244 0		
1857	22,642	11,037·8	3,273	545·5	360	1,690·1	9·5	46·9	...	...	...	...	4,286·2	427·1	...	...	5,736	36·0	2,927	2,931·7	5,208	607·6	10 5	32·5	65·0	39·3	13·2	64·1	1,528	1,017·3	358	55·9	610	1,945	1,582	245·0		
1858	20,000	8,895·4	...	...	200	3,677·4	12·1	72·2	3·0	6·8	1,297·5	1,297·5	31·0	15·0	...	...	11,167	20·0	3,428	3,383·7	...	...	57·0	132·4	83·3	70·4	12·5	631·3	6,025	1,252·4	1,711	310·2	1,016	3,786	1,008	162·2		
Total ...	...	131,586·9	...	4,773·0	...	46,590·7	...	4,547·7	...	349·2	...	1,596·3	...	2,372·0	...	148	...	10,577	53,853	4,148·9	8,791	998	1,349	5,415	1,164	568	358	3,828·3	25,777	5,019	11,057	2,112	28,617	67,922	27,922	2,599	8,720·5	772·7
		£21,237		£477		£4,656		£682		£52		£2,390		£355		£22		£1,586		£6,223		£149		£812		£85		£4,557		£752		£316	£	10,129		£836		£115

(No. 8.)—STATEMENT of the Amount received for Produce of the Four Districts in the Years 1856, 1857, and 1858.

	Dollars.	£
1856	1,773,002	265,951
1857	1,875,358	281,303
1858	1,820,599	273,089
	5,468,959	820,343

(No. 9.)—STATEMENT of the Annual Product and Average Price of Coal, Peat, and Anthracite, in the Years 1845–58.

Years.	Number of Pits working.	Product.			Average Price per Bushel.	Number of	
		Quantity in		Value in Dollars.		Officers.	Workmen.
		Bushels.	Cwt.				
Coal—					Groschen.		
1845-46	109	4,909,068	8,836,322	1,014,541	6·20	..	4,294
1846	107	5,278,515	9,501,327	1,046,614	5·94		
1847	107	5,576,660	10,037,988	1,104,178	5·94		
1848	107	5,914,590	10,646,263	1,171,089	5·94		
1849	107	6,486,150	11,675,068	1,284,257	5·94		
1850	108	7,248,597	13,047,474	1,435,222	5·94		
1851	110	8,520,634	15,337,141	1,687,000	5·94		
1852	101	9,021,088	16,237,958	1,700,000	5·65		
1853	82	9,359,794	16,847,629	1,683,373	5·40	207	7,154
1854	81	10,550,189	18,990,340	1,996,703	5·68	217	7,411
1855	83	11,679,712	21,023,482	2,248,567	5·78	225	7,931
1856	80	12,773,022	22,991,439	2,498,656	5·87	267	8,760
1857	79	13,069,465	23,525,037	2,715,944	6·23	296	8,801
1858	81	13,399,792	24,119,625	3,261,331	7·30	422	9,330
Peat—							
1845-46	..	1,805,400	2,708,100	180,150	3	..	1,007
1853	109	2,492,309	3,738,463	249,207	3	61	1,844
1854	117	2,721,919	4,082,878	272,123	3	66	1,973
1855	137	3,276,284	4,914,426	325,537	2·98	80	2,280
1856	139	3,338,840	5,008,260	311,609	2·80	87	2,436
1857	130	3,563.617	5,345,425	242,199	2·81	92	2,572
1858	160	3,918,567	5,877,985	372,727	2·85	100	2,682
Anthracite—							
1853	2	2,061	5,110	867	6·50	1	7
1854	1	2,172	3,910	507	7·60	..	5
1855	2	4,041	7,274	1,132	8·40	1	7
1856	2	3,080	5,544	1,070	10·42	1	7
1857	2	3,802	6,844	1,323	10·44	1	7
1858	1	1,847	3,325	677	11·60	1	10
		94,932,381	225,003,247	2,680,350	*		
				£4,020,525			

* Average price of Coal, Peat, and Anthracite—
Coal: maximum, 7·30 gr. = 8⅓*d.*; minimum, 5·40 gr. = 6¼*d.*
Peat: maximum, 3 gr. = 3½*d.*; minimum, 2·80 ng. = 2¼*d.*
Anthracite: maximum, 11·60 ng. = 1*s.* 3¼*d.*; minimum, 7 ng. = 8¼*d.*

(No. 10.)—STATEMENT of the Total Produce of Coals in 1858.

	Bushels.	Value.	
		Dollars.	£
First sort	2,435,701	856,304	128,445
Second sort	5,412,410	1,496,291	224,443
Third sort	1,862,324	405,976	60,396
Fourth sort	3,689,357	502,761	75,914

(No. 11.)—AMOUNT of Gold, Silver, &c., Produced and Sold from 1844 to 1858.

		Quantity.	Value.	
			Dollars.	£
Gold	lbs.	91	40,839	6,125
Silver	„	721,574	21,272,358	3,190,353
Copper	cwt.	9,807	207,092	46,013
Metallic lead	„	403,050	2,348,224	35,223
Litharge lead	„	133,508	733,628	110,044

Italy.

Report by Mr. West, Her Majesty's Secretary of Legation.

Turin, January 15, 1862.

Public Debt.

IN the early part of the first session of the Italian Parliament of 1861, a law was passed constituting a Great Book of the Public Debt of the new Kingdom. It was then stated by the Minister of Finance that political unity involved financial unity as the only real means of establishing the credit of the country, of developing its resources, and of creating a general interest in the maintenance of the integrity of the kingdom. The unification, therefore, of the public debt of the different Provinces was the object of the law constituting the Great Book. A principle, however, was departed from in it, which had hitherto been recognized in dealing with the public debt, namely, its gradual extinction by means of a sinking fund. This operation the Minister declared to have been proved by experience a costly fiction in reality, and that a surplus revenue alone is the only means of arriving at an effective extinction of the national debt.

To show the nature of the numerous debts accruing to the State by the different acts of union, I shall endeavour to give as accurate a statement of them as I have been able to draw up separately, and in the following order:—

1. The debt of the old Provinces of Piedmont.
2. The debt of the Lombard Provinces.
3. The debt of the Provinces of the Emilia.
4. The debt of the Duchy of Modena.
5. The debt of Tuscany.
6. The debt of the Neapolitan and Sicilian Provinces.

Piedmont.—The public debt of the old Provinces was created in 1817, and I have in a previous Report stated the various loans contracted and obligations incurred by the State since that period. This original debt was incurred in consequence of indemnities to be paid to France after the restoration of the House of Savoy, and the quota of the debt of the "Monte Napoleone,"* assigned by the XCVIIth Article of the Treaty of Vienna. Besides these obligations the State was charged with the interest due on account of the extinct "Banco di S. Giorgio,"† to which it became liable upon the union of Genoa.

It was, therefore, necessary to provide for the payment of this interest, and accordingly a sum of 4,805,472 francs State revenue was set apart for this purpose, divided into a redeemable and permanent debt, with a sinking fund.

For eleven years, during the reigns of Victor Emmanuel I and Carlo Felici, there does not appear to have been any sensible augmentation of the debt, and the period of loans commenced only with the accession of Charles Albert in 1834. From this time to the year 1847 the debt was considerably increased, and had reached at that time 135,000,000 francs in six distinct debts, two of which were perpetual and four redeemable. During the three years 1849-51, six loans were contracted, representing a capital of 359,000,000 francs, which, added to the amount of the original debt, gives a total of 550,000,000 francs.

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* The "Monte Napoleone" was established by the Emperor Napoleon I, and in the year 1816 was transformed by the Austrian Government into the "Monte Lombardo-Veneto."

† The "Banco di S. Giorgio" was the oldest and largest establishment in Italy. It was founded by the Ligurian Republic in 1407 in the following manner. The Government alienated a certain portion of the public revenue to pay the interest on loans contracted to enable it to carry on its costly wars. The creditors of the State united into a body, and elected a certain number of Directors, who were charged to examine and assign these revenues. This body gradually grew into great importance, and held the Island of Corsica and other lands. The revolt of Corsica and wars of the French Revolution dissipated the enormous capital this Bank had amassed, and in 1798 it ceased to exist on its ancient footing.

In the year 1856, 130,000,000 francs were added, and, in 1859, about 65,000,000 francs more. Besides this, 100,000,000 francs were paid to France by the Treaty of Zurich, on account of the portion of the Austrian debt of 1854 and interest of the "Monte Lombardo-Veneto" taken by the French Government, and 60,000,000 francs indemnity for war expenses.

According to the statement of the Director-General of the Public Debt, no less than 400,000,000 francs capital, bearing an interest of 19,940,214 francs 55 centimes, were added to the public debt in the year 1859.

Statement No. 1, annexed, shows the several amounts of interest due on this debt, to meet which, the loan of 100,000,000 francs was contracted in the month of October of the same year.

(No. 1.)—Statement of the Amount of Interest due on the Public Debt incurred in 1859.

		Francs.	c.
1.	On loan of 21st February, 1859	3,224,280	00
2.	On loans made by Commune of S. Pierre d'Arena, and taken by State	33,750	00
3.	In liquidation of certain sums "delle piazze privilegiate"	166,732	24
4.	Conversion of Railway shares (Stradella and Piacenza lines)	703,885	00
5.	Conversion of Cuneo Railway shares	547,319	00
6.	In execution of Articles III and IV of the Treaty of Zurich	9,162,458	41
7.	On loan of 11th October	6,101,790	00
		19,940,214	55

From the above, therefore, it seems that from 1815 to 1847, the public debt contracted was 135,000,000 francs, and that, in the twelve years 1848-59 it rose to 910,000,000 francs, forming a total capital of 1,045,000,000 francs, the interest on which on the 1st of January, 1860, was officially set at 51,797,054 francs 46 centimes.

Parliament, this same year, voted another loan of 150,000,000 francs. To meet the interest on this loan the Government was enabled to employ the 90,000,000 of nominal capital which accrued by the cession of Savoy and Nice to France.

Statement No. 2 shows the state of the public debt of the old provinces of Piedmont at the commencement of the year 1861.

(No. 2.)—State of the Public Debt of the Old Provinces of the Kingdom at the commencement of the year 1861.

	Interest.		Capital.	
	Francs	c.	Francs	c.
Interest due of the Public Debt of the State on the 1st January, 1860	51,797,054	46	1,045,016,289	20
Interest paid after 1st January, 1860, on redeemable debt of 1819 ..	262,466	88	5,249,337	60
Interest on loan of 150,000,000	9,321,930	0	186,438,600	0
Interest on purchase of railways*	289,370	0	5,787,400	0
Interest on loan of 10,000,000 in the provinces of Emilia	500,000	0	10,000,000	0
Total	62,170,821	34	1,252,491,626	80
From this there must be deducted the sum paid by France on the cession of Nice and Savoy	4,500,000	0	90,000,000	0
	57,670,821	34	1,162,491,626	80
And the operation of the Sinking Fund for 1860	109,289	16	2,521,031	37
Total	57,561,532	18	1,159,970,595	43

* These were the lines from Turin to Cuneo and Saluzzo, Stradella to Piacenza, and Valenza to Vercelli.

Lombardy.—The "Monte di Milano," which actually represented the public debt of the Lombard provinces, arose from the "Monte Napoleone," afterwards the

"Monte Lombardo-Veneto." In 1806 the first liquidation resulted in the sum of 216,822,588 francs 96 centimes to the charge of the Bank.

In 1813 the annual interest was 4,894,773 francs 24 centimes, corresponding to a capital of 202,218,744 francs 96 centimes.

In 1830 the Government reduced the rate of interest on part of the debt to 4 per cent., representing 10,000,000 florins, but accorded to the creditors the faculty of withdrawing a "carta di credito" of 104 florins for every 100.

In 1831 many "One Thousand" obligations (Convention money) were inscribed for the loan of 30,000,000 put out by the Government. No further change took place till 1848, when all operations were suspended, and were not resumed till 1849 in the shape of depreciated Treasury notes, which, however, the Government were forced to withdraw, and Radetsky then made the forced loan of 100,000,000.

The Financial Statement of last year showed the total "rendita iscritta" of the "Monte Lombardo-Veneto" to be 17,961,225, two-fifths of which remained to Austria as the portion of the debt of the Venetian provinces.

Statement No. 3 gives the actual state of the debt in 1859.

(No. 3.)—STATEMENT of the Debt of the "Monte di Milano." (Convention concluded at Milan, September 9, 1860, between Sardinia, Austria, and France, for liquidation of the "Monte Lombardo-Veneto," according to Article VII of the Treaty of Zurich, November 10, 1859.) Outstanding Debt on the "Monte Lombardo-Veneto" to June 4, 1859 ("debito passivo").

Consolidated Debt.	Total Amount.	Quota assigned.	
		To Austria.	To Sardinia.
	Florins.	Florins.	Florins.
Nominal Bills (Patents 27th August, 1820; Certificates; Obligations of the State 4 per Cent.; Assignations; other Obligations at 5 per cent.; Conversion of Treasury Notes	70,562,523	27,941,295	42,621,228
Reimbursed Capital	445,534	295,929	149,605
Loan of 1850	27,968,525	11,187,429	16,781,095
Total Debt	98,976,582	39,424,653	59,551,928
Bureau of Deposits*	1,836,695	799,961	1,036,733
Total Outstanding Debt ("passività") ..	100,813,277†	40,224,614	60,588,661‡

Emilia.—The Marchese Pepoli, ex-Minister of Finance in the provinces of the Emilia, in his Report sets the debt at a capital of 61,722,033 francs, as follows:—

	Francs.
For Parma	15,558,218
" Modena	16,824,895
" Romagna	19,338,920
United Provinces	10,000,000

Parma.—The first debt in the Duchy of Parma was contracted in 1827 by Maria Louisa, by a loan on private houses at Vienna and Milan of 240,000 francs. In the year 1843 Carlo Ludovico contracted another loan of 5,000,000 francs, which was reduced to 3,000,000 francs.

In 1849 the Austrian General, Baron Sturmer, ordered a forced loan of 3,500,000 francs, and in 1854 the Duchess Louisa opened a voluntary one of 2,418,500 francs, which was reduced, actually, to 1,110,000 francs. The total amount of these loans represented a capital of 10,558,218 francs.

Modena.—The debt of this Duchy originated in the "Monte di Milano" in 1817. Previous to 1849 it amounted to a capital of 9,329,380 francs. In that year 500,000 francs was added to it, besides a forced loan of 700,000 francs.

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* There is an establishment of this kind at Turin in connection with the administration of the public debt. The "Cassa dei Depositi" was first established in 1840, and was reconstituted and enlarged in 1857. It has for object the reception of all deposits of public debt, scrip, or cash payments, whether from private individuals, public establishments, corporations, communes or provinces, and pays interest according to their nature. With a dotation fund of one million, and the funds at its disposition, it is enabled to issue loans to the provinces and communes of the State, and thus to encourage local works of utility and improvement, which, but for such advances of money, could not be undertaken.

† Austria incurred from 1816 to 1859 a debt of more than 200,000,000 florins over the 160,000,000 already existing in 1816.

‡ Corresponding to a sum of 145,412,988 francs 15 centimes.

In 1851 the Government with great difficulty raised a voluntary loan of 600,000 francs.

Romagna.—The Marchese Pepoli assigns 16,577,120 francs as the old debt existing in these provinces, made up in the following manner:—

1. Compensation accorded to religious orders by Pius VII.
2. Compensation to churches and convents for losses sustained in French wars.
3. Ecclesiastical assignats.
4. Capital corresponding to immunities in favour of certain convents.
5. Debt accruing from "Monte di Milano."
6. Purchases from religious orders.

To this must be added the debt incurred by the Provisional Governments of 1859 and 1860, namely, 5,000,000 francs for Parma and Modena, and 3,000,000 francs for the Romagna.

Statement No. 4 shows the debt of the Provinces of the Emilia. But it has since been reduced to 42,000,000 francs by various financial operations.

(No. 4.)—CONSOLS and Loans of the Provinces of the Emilia, 1860.

Denomination.	Original Capital.		Actual Capital.	
	Francs.	c.	Francs.	c.
Parma:—				
Loan of 1827, 5 per cent. redeemable	5,680,000	00	2,748,349	40
Loan of 1849, 5 per cent. redeemable	4,477,943	00	3,499,791	40
Loan of 1854, 5 per cent. perpetual	2,418,500	00	1,110,000	00
Loan of Lucca—of 1836 (contracted in Imperial florins, equal to 871,300 florins)	2,283,750	00	1,895,077	50
,, ,, of 1843 (contracted in Convention florins 500,000)	2,923,200	00	1,305,000	00
Loan of 1859, 5 per cent. redeemable	5,000,000	00	5,000,000	00
Total	22,783,393	00	15,558,218	30
Modena:—				
Nominal Consols ("consolidato nominativo")	9,329,386	40	9,329,386	40
Consols ("consolidato al portatore") perpetual	738,491	40	566,984	80
Forced Loan 1849, 5 per cent. redeemable	1,662,250	00	698,750	00
Loan of 1851, 5 per cent. redeemable	300,000	00	300,000	00
Debt incurred in compensating lost feudal revenues, 3 per cent. perpetual	2,107,559	86	467,514	33
Different Assignats, 5 per cent.	289,691	87	82,259	68
Loan of 1859, 5 per cent. redeemable	5,000,000	00	5,000,000	00
Loan of 1859, 6 per cent. redeemable	380,000	00	380,000	00
Total	19,807,379	53	16,824,895	21
Romagna:—				
Consolidato nominativo, 5 per cent. perpetual	16,577,120	00	16,577,120	00
United Provinces:—				
National Loan, 5 per cent. redeemable	3,000,000	00	2,761,800	00
Total	19,577,120	00	19,338,920	00
Loan of 1860, 5 per cent. redeemable	10,000,000	00	19,000,000	00
RECAPITULATION.				
Parma	22,783,393	00	15,558,218	30
Modena	19,807,379	53	16,824,895	21
Romagna	19,577,120	00	19,338,920	00
United Provinces	10,000,000	00	10,000,000	00
Total	72,167,892	53	61,722,033	51

Tuscany.—The first public debt of the Tuscan Provinces was contracted by Duke Leopold II, and amounted to 3,000,000 francs.

In the year 1849 a loan of 30,000,000 francs was negotiated, and in 1852 another of 100,000,000 francs. After the fall of the late Dynasty a loan of 50,000,000 francs at 3 per cent. was opened, which was guaranteed by Piedmont; and in 1860 another of 7,000,000 francs. There were, besides, other State obligations and charges which brought up the debt to 209,000,000 francs.

Naples and Sicily.—During the reign of the Bourbon Dynasty scarcely any financial statement of the public debt was given, and the absence of such documents, and the mystery which always enveloped all the Government transactions of a financial nature, have rendered precise information on the subject extremely difficult. The Deputy Scialoia, however, has exposed the financial condition of the late Kingdom of the Two Sicilies as follows:—

At the restoration of the House of Bourbon there was a debt of 126,000,000 francs, the interest of which amounted to 840,000 ducats. It is calculated that the restoration cost the country more than 90,000,000 francs, expended in the following manner:—26,000,000 francs to the Austrian army from 1815 to 1817; 32,000,000 francs for the constitution of the Sicilian and Neapolitan armies; 27,000,000 francs to the Allied Powers who effected the restoration; and 10,000,000 francs for expenses incurred on behalf of illustrious personages.

After the revolution and events of the year 1820 the continued presence of the Austrian army cost an additional 250,000,000 francs, upon which an interest of 16,965,000 francs was paid. The total cost to the country of the Austrian occupation is set down at 382,000,000 francs.

During the succeeding twenty-seven years of peace the debt was diminished, and in 1848 was 365,000,000 francs. A loan of 11,000,000 francs, and another of 54,000,000 francs followed the events of 1848, and after the suppression of the Sicilian revolt in 1849 another of 90,000,000 francs. Without taking into account the augmentation of 1860 it seems that the total amount of debt was about 550,000,000 francs.

The public debt of the new kingdom, therefore, is as follows:—

	Francs.
Old Provinces	1,159,970,595
Lombardy	145,412,988
Emilia	42,000,000
Tuscany	209,000,000
Naples and Sicily	550,000,000
Total	2,106,383,583

The Revenue.

It is satisfactory to see from the statement of the Minister of Finance to Parliament that, however inadequate the revenue may be to meet the enormous increase of expenditure and national debt, it has increased. In the five years from 1853 to 1858, the ordinary revenue arose from 109,490,000 francs to 137,038,000 francs; but it must at the same time be observed, that this increase of 28,000,000 was due more to the imposition of new taxes, and the augmentation of those already existing, than to the impulse given to the trade and commerce of the country. The establishment of the tobacco monopoly and Government railway profits likewise contributed largely to it.

It must not, however, be supposed that the introduction of Free Trade principles in 1853 has been without a salutary effect. The increase in the imports and exports proves the benefit that has resulted from it. There is no doubt, moreover, that had these principles been more fully carried out, and had political events not interfered so materially to check all the trade and commerce of the country, still more beneficial results would have been obtained.

In 1859, owing to the imposition of the war tax, the revenue rose to 143,460,000 francs, and, in 1860, to 159,551,000 francs; to which must be added the revenues of the annexed provinces as follows:—

	Francs.
Lombardy	74,646,000
Emilia	43,913,000
Tuscany	39,958,000

making a total of over 318,000,000 francs. Thus Piedmont acquired with these provinces a revenue nearly equal to that of her own, if the war-taxes are deducted; but, at the same time, an increase to the public debt of 396,412,988 francs. The increase in the expenditure in the five years 1853-58 was 16,824,000 francs; having been 128,253,000 francs in 1853, while in 1858 it amounted to 145,077,000 francs. In 1859 it rose to 157,064,638 francs, and in 1860 to 352,664,500 francs.

The ordinary revenue and expenditure for the eight years 1853-60 stands thus:—

Revenue, 1,232,498,556 francs 64 centimes; expenditure, 1,338,343,393 francs

40 centimes: showing a deficit over this period of more than 105,000,000 francs. The extraordinary expenditure amounted to 473,728,229 francs 76 centimes, viz.:—Crimean war, 52,907,640 francs 17 centimes; National war, 254,100,524 francs 87 centimes; Public works, 166,720,064 francs 89 centimes: against the extraordinary revenue of 47,582,915 francs 65 centimes. Taking the ordinary and extraordinary revenue and expenditure together, the result is as follows for the last eight years:—

	Revenue.		Expenditure.			Revenue.		Expenditure.	
	Francs	c.	Francs	c.		Francs	c.	Francs	c.
1853	155,556,399	47	154,784,051	62	1858	177,603,716	28	163,613,031	56
1854	161,161,825	0	148,064,059	67	1859	228,295,845	04	274,976,380	47
1855	157,430,999	03	166,471,364	66	1860	603,278,877	65	563,302,905	0
1856	167,783,285	04	180,313,042	82					
1857	138,375,655	18	165,086,404	91		1,789,486,602	69	1,816,611,240	71

Showing a deficit of 27,124,638 francs 2 centimes. To this must be added the deficit for the year 1852, which amounted to 35,896,368 francs 45 centimes, and the total deficit for 1860 was 63,021,006 francs 47 centimes.

The Budget of 1861 did not comprise the Neapolitan and Sicilian provinces.

	Francs	c.
The ordinary expenditure was calculated at	492,973,474	13
The extraordinary, at	134,672,040	27
Total	627,645,514	40
The ordinary revenue	342,679,115	78
The extraordinary revenue	17,581,269	90
Total	360,260,385	68

Showing a deficit for the year of 267,385,128 francs 72 centimes. The estimated expenditure for 1861 exceeds that of the previous year by 214,411,723 francs. The anticipated ordinary and extraordinary revenue for 1861, as compared with the previous year, is as follows:—

	Ordinary Revenue.		Extraordinary Revenue.		Total.	
	Francs	c.	Francs	c.	Francs	c.
1861 ..	342,679,115	78	17,581,269	90	360,260,385	68
1860 ..	338,370,788	70	22,172,611	13	360,543,399	83
Increase ..	4,308,327	08				
Decrease ..	..	..	4,591,341	23	283,014	15

From these figures it appears that the anticipated revenue for 1861 falls short of that of the previous year by only 283,014 francs 15 centimes.

The revenues of Naples and Sicily were calculated as follows:—

	Francs	c.
Naples	109,429,065	56
Sicily	21,792,040	0
Total	131,221,105	56

The expenditure, which does not include the expenses of the War and Marine Departments, at—

	Francs	c.
Naples	100,493,766	24
Sicily	28,331,210	0
Total	128,824,976	24

Giving a surplus of 2,396,129 francs 32 centimes.

Statement No. 5 shows the approximate revenue of the whole kingdom for 1861.

(No. 5.)—APPROXIMATE STATEMENT of the Ordinary Revenue of the new Kingdom of Italy at the commencement of 1861.

Source of Revenue.	Naples.	Piedmont.	Lombardy.	Tuscany.	Emilia.	Total.
	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.
Customs and Maritime Dues	29,250,000	19,670,000	8,361,000	8,827,000	6,634,000	72,742,000
Salt	24,250,000	11,385,000	6,630,000	3,771,000	4,470,000	97,220,000
Tobacco		21,500,000	10,190,000	6,738,000	8,286,000	
Octroi	6,975,000	...	8,232,000	4,000,000	3,100,000	22,307,000
Powder, lead, sale of salt and tobacco contracts	...	1,570,000	223,000	...	127,000	1,920,000
Land-tax, cost of collection included	35,222,436	24,980,000	24,000,000	5,292,000	10,927,000	100,421,436
Direct taxes on industry and commerce	...	6,127,000	1,363,000	34,000	266,800	7,790,800
Taxes on moveable property	..	3,500,000	100,000	1,340,000	213,000	5,153,000
Succession and legacy duties, taxes on salaries	5,610,000	27,000,000	10,600,000	3,300,000	4,050,000	50,560,000
Crown lands	2,700,000	2,470,000	1,238,000	1,050,000	3,720,000	11,178,000
Lottery	5,850,000	7,500,000	6,077,000	4,017,000	1,817,000	25,261,000
Post and telegraphs (Piedmont and Lombardy joined)	1,180,000	6,930,000	...	1,617,000	1,000,000	10,727,000
Railroads	1,000,000	17,000,000	...	...	...	18,000,000
Other duties, navigation, tolls, public instruction, prison dues, retentions from stipends, State agricultural shares	6,050,000	4,500,000	246,000	1,426,000	523,000	12,745,000
Sicilian quota on weights and measures	16,924,500	...	...	...	..	16,924,500
Reimbursements	...	9,468,000	8,340,000	388,000	2,116,200	20,312,200
Total Ordinary Revenue	135,011,936	163,600,000	85,600,000	41,800,000	47,250,000	475,261,936

The enormous expenses which have been incurred in the Neapolitan provinces by the War Department will probably amount to more than the revenue of all the other provinces; and, however favourably future events may turn out, the Finance Department will have to provide for a large and perhaps increasing deficit; for it is calculated that the conquest or acquisition of Venetia, and the satisfactory solution of the Roman question, would raise the capital of the National Debt to 3,300,000,000 francs. On the other hand, it is anticipated that the revenue will not fall far short of 525,000,000 francs, and that with a well-regulated financial system the interest on this debt will not absorb more than one-fourth of the ordinary revenue of the kingdom.

Statement No. 6 is the official Return of the revenue of the Neapolitan provinces, and Statement No. 7 the official Return of the expenditure for the year 1861 as compared with 1860.

(No. 6.)—REVENUE. (Neapolitan Provinces.)

Recapitulation.	Ducats.	Francs.	
Revenue for 1860	30,135,442	128,072,426	0
Revenue for 1861	25,748,659	109,429,065	56
Showing a decrease of	4,386,783	18,643,360	44
Amount of increase	4,395,421	18,680,072	0
Amount of decrease	8,782,204	27,323,432	0

(No. 7.)—EXPENDITURE. (Neapolitan Provinces.)

	Francs	c.	Ducats	gr.
Office of Secretary-General	467,111	60	109,911	34
Ministry of Grace and Justice	3,510,021	24	825,908	0
Ecclesiastical Affairs	277,752	80	65,355	25
Public Instruction	2,309,815	59	543,499	61
Finance	56,371,389	71	13,261,188	0
Ministry of Interior	7,537,059	07	1,773,470	0
Public Works	26,800,000	0	6,306,040	0
Police	3,220,616	23	757,811	0
Total	100,493,766	24	23,646,183	20

Since the above has been written the financial statement of the Minister enables me to put side by side the figures of the anticipated revenue and expenditure for last year, and those of the actual state.

	Anticipated Revenue and Expenditure, 1861.	Real Revenue and Expenditure, 1861.
	Francs	Francs.
Ordinary revenue .	342,679,115	456,568,213
Extraordinary revenue ..	17,581,269	34,301,823
Total	360,260,385	490,870,036
Ordinary expenditure ..	492,973,474	612,961,121
Extraordinary expenditure	134,672,040	192,180,772
Total	627,645,514	805,141,893

From these figures, therefore, it appears that the total deficit for the last year is 314,271,857 francs.

Again, to this must be added the following items of other extraordinary expenses:—Public Works, 16,000,000 francs; War Department, 19,000,000 francs; Interest on loan of 500,000,000 francs, 17,000,000 francs, and other small expenses, which in round numbers swells the deficit to 400,000,000 francs.

I do not think it necessary to follow in detail the Budget for 1862, with all its anticipations, as the result of present financial measures can only be appreciated at the close of the year.

Public Credit.

With regard to the public credit of the country, it does not appear to have sustained any material injury from the still uncertain state of affairs. The last loan of 500,000,000 francs was quoted at Turin at 70 francs 20 centimes, and rose to 72 francs in the month of September, since which time it has gradually declined, and in the month of December last was at 65 francs.

Should Government require a fresh loan to meet any sudden emergency they would, doubtless, find a ready subscription.

The money market has been dull throughout the whole of last year, and commercial transactions limited. The crisis in America, and the uncertain state of the Roman and Venetian questions, are quite sufficient to account for this stagnation, and no want of stability can therefore be argued from it.

The National Bank.

It must be remarked, with regard to the operations of the National Bank, that it is only of late years that a more extended paper currency has been introduced.

In a country, the commerce and resources of which have hitherto not been developed, and in which the existing capital, being more or less abundant, was found generally sufficient for all commercial transactions, bank operations must necessarily be restricted, since money could be had at a cheaper rate than the National Bank could afford.

The annexation of Lombardy, however, and the constitution of an establishment at Milan in connection with the Bank at Turin, seem to have produced a greater activity.

It appears from the Report of the operations of the National Bank for the year 1860, that discount transactions amounted to 52,503 francs upon 247,795,975 francs, being an increase of only 24,000,000 on the amount discounted, over the previous year, while the capital of the Bank had been increased by nearly 8,000,000.

The increase, however, in advances has been more considerable; they have risen from 43,850,014 francs in 1859, to 85,304,374 in 1860. I find the total banking operations in discounting and advances to be 333,100,349 francs, against 267,456,470 in 1859: an increase of 65,643,879. Bills to order have increased from 9,886 upon 47,241,620 francs to 17,311 upon 77,077,365 francs.

The circulation of bank notes was 60,692,820 francs against 56,790,650 francs in 1859, and 39,794,650 francs in 1858, an increase of less than 4,000,000, due mainly to the forced paper currency for six months in 1859. Notwithstanding that the circulation of bank notes had but slightly exceeded 60,000,000, still a large amount of notes were brought in for cash.

Notes cashed to the amount of 211,541,170 francs, bullion received 28,219,550 francs, showing an excess of 183,000,000 francs; 130,000,000 were, however, recovered, which left the excess, therefore, only 53,000,000. The Bank provided for this by obtaining 49,364,000 hard cash from the Bank of France, an operation usually had recourse to of late years.

The average disposable capital for the whole year 1860 was only 3,704,905 francs, as against 3,413,471 francs in 1859. Accounts current are estimated at, creditor 390,795,000 francs, debtor 393,300,000 francs. The calls upon the Bank were much heavier than in 1859, owing to its being charged with the Government loan operations. Altogether, these calls appear to have amounted to 205,000,000.

Bank profits are put at, discounting 1,951,305 francs; advances 872,118 francs; public funds 711,683 francs; other profits 450,903 francs.

The Shipping Interest.

With regard to the shipping interest it is as yet impossible to estimate the advantages which have followed, and will follow to it, from a uniform system of commercial legislation, and it is a subject upon which I hope shortly to be enabled to give full information.

(Signed) **L. S. SACKVILLE WEST.**

China.

Report by Lieutenant-Colonel Neale, Her Majesty's Secretary of Legation.

Peking, December 20, 1861.

I PURPOSE in this Report to embody the whole of the information which it has yet been possible to attain from reliable sources respecting the British trade which has actually arisen at the nine new ports recently opened to British commercial enterprise by the Treaty of Tien-tsin of 1858 and subsequent Convention of Peking of October 24, 1860.

They are designated as follows:

1. Chin-kiang.
2. Kiu-kiang.
3. Hankow.
4. New-chwang.
5. Tang-chow.
6. Tien-tsin.
7. Taiwan (Formosa).
8. Chow-chow (Swatow).
9. Kiung-chow (Hainan).

Taking these in the order in which they are written, I should observe that the first three, namely, Chin-kiang, Kiu-kiang, and Hankow, are situated on the Yang-tze-kiang, or Great River, which traverses China from east to west, and that they are now referred to in commerce as the Yang-tze ports. The rest are on the sea-board, or closely adjoining it.

The ports on the Yang-tze were opened to trade at the beginning of the present year (1861) in anticipation of the treaty-rights which accorded access to this river, but only when the rebellion, still raging on its shores, had been quelled by the Imperial troops and order restored; but as far as Chin-kiang, foreign trade did not fall under this restriction.

Her Majesty's Minister in China, however, in communication with the Prince of Kung, obtained the consent of the Chinese Government to the immediate opening of all three ports, as before stated.

The River Yang-tze had long been looked upon by the British mercantile community as the main artery of trade in China, and its free navigation an object greatly to be desired, as without such it was deemed impossible to attain a thorough development of mercantile enterprize in our relations with this Empire. This desirable object was at length achieved, together with other no less important concessions, by the Treaty of Tien-tsin of 1858.

But notwithstanding the evident commercial advantages which were apparent by the liberty of access on the part of British merchants and ships into the heart of China by the channel of this noble river, very little information existed as to the relative trading advantages of the numerous cities and towns upon its shores. Some of these, especially on the southern or left bank, including Nanking, the capital of the province of Kiang-su, had been for a considerable period in the hands of the insurgents; and a flourishing city to-day in occupation of the Imperialists was to-morrow taken by the rebels, who left no vestige perceptible of its recent wealth and activity, and spared but few even of its inhabitants.

In the interval, therefore, between the signing of the Treaty of Tien-tsin in 1858, and the period assigned for its ratification, the Earl of Elgin determined upon ascending this river for the purpose of assuring himself, by personal observation and inquiry, respecting the actual condition and resources of the cities and towns along its source as far as Hankow, the limit assigned. His Lordship, in Her Majesty's ship "Furious," was accompanied by a flotilla of gun-boats, and the expedition having reached Hankow, a distance of 677 statute miles from Shanghae, and having visited the principal towns on both banks of the river, returned to Shanghae on the 1st of January of this year (1861), after an absence of eight weeks.

The renewal of hostilities which now intervened having terminated with the ratifications of the Treaty of Tien-tsin and the Convention of Peking of the 20th of October, 1860, by which additional commercial advantages were conceded to Great Britain, a second expedition up the Yang-tze-kiang was deemed to be most essential and expedient; and Vice-Admiral Sir James Hope, in communication with Her Majesty's Minister, having undertaken its conduct and direction in person, the expedition ascended the river as far as Yoh-chow, 157 miles higher up the river than Hankow, the latter having been the highest point previously explored.

The ports of Kiu-kiang and Hankow were considered, subject to further investigation, to be by far the best situated for the establishment of the Consular authorities and the opening of trade. The expedition was accompanied by Mr. H. S. Parkes, by the Consular officers appointed by Her Majesty's Minister to reside at the several ports selected, as well as by three British merchants deputed by the Chamber of Commerce of Shanghae to report on the commercial capabilities of the several places visited by the expedition.

The distances of the principal cities and towns from Shanghae by the river were as follows:—

To Chin-kiang	138	nautical miles.
Nanking	182	,,
Kiu-kiang	433	,,
Hankow	570	,,
Yoh-chow	727	,,

The results of this expedition was the final selection of the ports of Chin-kiang, Kiu-kiang, and Hankow, as best suited for the purpose already referred to. The Consular officers were duly installed, the British flag hoisted at their residences, and these ports were officially announced as open to trade under specific regulations approved by Her Majesty's Minister in communication with the Imperial Government.

It would here appear desirable to take each of these ports in succession, with the view of presenting, in a connected form, all the information which I have gathered from various sources respecting the present condition, capacities for trade, and probable future prospects of each.

Chin-kiang.

This town is in the province of Kiang-su, situated on the right bank (southern shore) of the Yang-tze River, near one of the chief entrances to the Grand Canal, and is 138½ nautical miles from Shanghae. Chin-kiang has been re-occupied by the Imperialists since the close of the year 1857; but, during its five years' occupation by the rebels, it is reported to have been reduced to a miserable condition. Trade has been necessarily in abeyance for a considerable period owing to the near vicinity of the rebel head-quarters at Nanking, distant only about forty-five miles lower down the river, but its position, with water-communication east and west on the Great River, and north and south by the Grand Canal, points it out to have been admirably adapted as a great entrepôt of trade, paralyzed at present, indeed, by the rebels who swarm in this district, but which it would again become, were confidence restored to the native merchants by the extirpation of these lawless marauders, who scourge and lay waste this once flourishing region. The presence of foreigners, however, on these comparatively abandoned scenes of former activity, extending around them fresh rays of commercial enterprize, and to some extent a moral, if not physical, protection to the native traders, will, it is hoped and expected, again set in motion the stream of trade along the shores of this noble river.

The Taoutae, or local Governor of Chin-kiang, upon the arrival of the British Consul, showed every disposition to do his utmost to welcome the coming foreign settlement, and to encourage the native merchants who had sought refuge in the neighbouring large cities to return to Chin-kiang and trade freely with foreigners, as earnestly set forth in his Proclamation here annexed.

The trading transactions which have actually taken place during the first six months that have elapsed since the opening of this and the two other ports on the Yang-tze River, will be gathered by the Returns attached to this portion of my Report.

The Consul, upon his first arrival at Chin-kiang in the month of February of this year (1861), was furnished with a temporary residence at a temple situated on a hill by the river side; but it soon became apparent that Silver Island, close at hand on the river, and opposite Chin-kiang, was for many reasons far better suited for the official residence of the Consular authority, and, for the present, as the temporary settlement of the whole community. The local Chinese authorities willingly assented to this arrangement, and the island was cleared by them of its worst characters, and some of the best houses made available for renting to the Consul and foreign residents.

The island is reported to be three miles in circumference, and as containing sufficient house accommodation for a small foreign mercantile community, with ample store-rooms to meet the present exigencies of the port. But exclusively of this arrangement, a sufficient extent of building-ground was secured upon lease in the name of Her Majesty's Government at Chin-kiang itself, for the future use of Her Majesty's Consul and of British subjects, comprising an area of forty-four acres, within which is a hill six acres in extent.

The population of Chin-kiang, once reckoned at nearly 1,000,000, is now stated to be about 40,000. The river frontage is 1,400 feet.

Kiu-kiang.

This town is situated on the right bank of the river, 295 miles higher up than Chin-kiang. It is the first town reached showing symptoms of some prosperity. The inhabitants are well-dressed, and trade reported to be reviving.

The commercial advantages of this town are to be found in the following circumstances:—

It commands practically the navigation of the Poyang Lake, and has water-communication by creeks the whole way to Shanghae, although the presence of the rebels at Nanking, whose offshoots devastate the western banks of the Great Canal between Chin-kiang and Suchow, into which these creeks lead, paralyses for the present the trade by those channels.

British-manufactured cotton goods, hitherto imported from Canton by the Meiling Pass, were found to be selling in the town, and hemp, tea, and other commodities available for exportation.

The river at Kiu-kiang affords good anchorage, and no bottom was found at 9 fathoms. The climate is healthy, and its situation picturesque, surrounded as it is by limestone hills and a well-cultivated country. Game is said to be found in abundance in the neighbourhood, including wild boar and deer.

But to revert to the Poyang Lake; the chief importance of this town and port, in a commercial point of view, is derived from its situation at the entrance to this rich central reservoir. The rivers and creeks pour into it from the black and green tea districts, and from the regions of mineral and other products to the south-east, south, and west, embracing in their course the richest and most productive districts of the empire. This lake, which never before had been visited by a foreign vessel, was partially explored by Her Majesty's gun-boat "Havoc" in the month of March of this year (1861), having on board Mr. Hughes, the Acting British Consul at Kiu-kiang. A pilot was taken in at Hookow, opposite Kiu-kiang, and the "Havoc" proceeded up the channel, about a mile in breadth, which leads to the lake.

After passing the town of Nankang-foo, the important city of Woo-chung was reached, distant from the entrance of the channel about forty miles. Woo-chung is situated on an island in the delta of one of the rivers which falls into the lake, and is approached by a channel 500 yards in width and 8 miles in length. This channel is navigable with caution up to the town for vessels not drawing more than 12 feet of water; along the creek, junks were crowded on both sides, and more activity appeared to prevail than even at most of the large cities on the Yang-tze-kiang. Woo-chung is an unwalled town, and not very populous; but the inhabitants were almost entirely composed of traders, to the exclusion of the literary classes. The town had suffered much by the rebels between 1853 and 1856, but their return did not appear to be at present anticipated. Three or four very busy streets were full of shops and warehouses. Nearly all the public buildings had been destroyed by the rebels, but some are in course of reconstruction on a costly scale, especially the Provincial Assembly Hall of the merchants of Hoonan and Hoopeh. The Ninchow tea-junks pass by Woo-chung on their way to Hankow, and boats from Kwang-sin, the district in which the great tea-mart (Hookow) is situated, arrive here with cargoes of tea, joss-paper, &c., carrying back cargoes of tobacco-leaf and other articles. The Hookow teas intended for the Hankow market are here transhipped into junks of larger size more fitted for the rougher navigation of the Poyang Lake and of the Great River.

The famous Imperial porcelain manufactories of Kingte-chen in Tan-chow-foo, to the south-east of the Poyang Lake, established 800 years ago, and which, in the time of the Jesuit Père d'Entrecolles (about 150 years ago), contained 3,000 furnaces affording employment to 1,000,000 of inhabitants, and which still exists, though on a very much reduced scale, furnishes its quota of trade in the commoner descriptions of china ware through Woo-chung to the surrounding districts, to Canton, and from thence to India and the Indian Archipelago. Between this town and Nan-chang-foo, distant about 50 miles, a considerable trade is kept up in Manchester goods, and products of Canton were brought to Woo-chung across the Meiling Pass; they are put on board boats at Nangan-foo, in the south of Kiang-se, from whence there is direct water-communication to Nan-chang-foo and Woo-chung. It is stated also, that in former years immediately previous to the Taeping rebellion, a brisk trade was kept up between the latter place and Nanking on the Yang-tze.

The "Havoc" was prevented by the shallowness of the channel, which was only 7 feet deep, from reaching Nan-chang-foo, the provincial capital; she therefore returned to Woo-chung, and proceeded to the exploration of the lake, which, properly so called, only opens to view on passing the town of Too-chung. The lake now stretches away to the south and south-east; it was found to be generally shallow, but a deep channel runs in the direction of Tan-chow-foo to the south-west. Owing, however, to the brief period of time allotted to the expedition, and impossibility of obtaining good pilots, the "Havoc" was unable to visit the numerous towns on the shores of the lake, and returned to its station at Kiu-kiang.

Enough has been seen, however, of this fine inland sea, which is variously stated to be from 70 to 90 miles in length, and 20 miles in breadth, to justify the statement that, as a reservoir of trade, it teems with natural and acquired advantages rarely met with; surrounded with towns upon its banks where native merchants from the interior districts have long been in the habit of resorting, and where they collect and deposit the produce of the surrounding districts. The foreign traders will here find a wide field for barter, hitherto restricted to, and monopolized by, the habitual native dealers at the sea-board ports. And to render these advantages complete, coal is brought by water-carriage to the very borders of the lake from the mines in the neighbourhood, well adapted for steamers, and not exceeding in cost 6 dollars per ton.

There does not appear, therefore, any good reason to doubt that this fertile and productive region, hitherto forbidden ground for foreign agents or foreign shipping, will shortly become a new and profitable mart for barter, at least in all the staple articles of China trade.

In anticipation of these new features in British trade with China, which the opening of the Yang-tze has developed, it is generally known that several steamers of light draught and considerable power are in course of construction at this moment in England, expressly for the navigation of this river and some of its tributaries and lakes.

With reference to these steamers it should be observed that two alone of the British mercantile houses in China, namely, Messrs. Jardine, Mathison, and Co., and Messrs. Dent and Co., have hitherto encountered the enormous outlay attendant upon the maintenance of private steamers on the sea-board of China; a fact which it may be presumed is attributable, in a considerable degree, to the excessive cost of coals, imported in great part from England, and which neither the coal brought from Japan nor from the Island of Formosa has materially displaced. But with coal-mines now known to yield abundantly at various points on the Yang-tze River and on the Poyang Lake, as stated elsewhere in this Report, other British firms than those above referred to, it is understood, will shortly run private steamers on the inland waters now opened to trade. In the navigation of the Poyang Lake the use of steamers would appear as desirable as on the Yang-tze; for it is stated that although above 300 miles from the sea, the tides reach partially to this inland water, and that it is occasionally subjected to severe tempests, in which large numbers of junks are totally lost.

Finally, not the least advantage which may be anticipated to British mercantile interests by the presence of British vessels at the ports opened on the Yang-tze, is the choice of means of transport afforded for the greatly increased import and export trade with those regions hitherto conducted in native boats, by a network of inland waters, to Shanghae, and which, subjected to no competition with foreign vessels, monopolized this considerable carrying-trade upon their own terms and at their own rates.

The British concession-ground at Kiu-kiang, duly secured upon the usual favourable terms under lease in perpetuity, was selected owing to the height of the ground, and from its position at the angle formed by the junction of the Lungkai Creek with the main river, thus giving a water-frontage on two sides. It formed a portion of a ruined suburb. Its dimensions are 1,650 feet along the river, by a depth of 660 feet, the area being 25 acres. The ground has been divided into thirty lots, for which there were at once as many applicants.

Hankow.

This town, situated in an alluvial plain on the north or left bank of the Yang-tze, 137 miles further up than Kiu-kiang, and 677 miles from Shanghae, is the most considerable and important of the three Consular stations which have been opened to trade on that river. Hankow is universally looked upon as the great central emporium of trade of the Empire; its water-communication extends up and down the Yang-tze, and through its tributaries, some of which lead into the Tung-ting Lake. The River Han, coming from the north-west, here also forms its junction with the Yang-tze, and is navigable up to the city of the same name, situated 250 miles up its course, and the point of transhipment for merchandize conveyed to and from Peking and Tien-tsin.

Opposite, on the south or right bank, is the very considerable city of Woo-chung, the residence of the Viceroy, some description of which is hereafter given, and the small town of Hang-yang, adjoining Hankow, the whole forming a cluster of cities which would form but one gigantic area of human habitations if unintersected by the Great River, and its tributary, the Han.

Hankow, which is situated at the junction of the Han and Yang-tze, extends for a mile down the left bank of the Yang-tze, and is continued up the left bank of the Han, at which latter part of the town is the safest anchorage, usually crowded with vessels of all kinds. The banks of the rivers are raised above the country at the back, and from July to October the whole neighbourhood is flooded to within a mile of the town; the soil is therefore not under regular cultivation, and about once in every four years great inundations occur, which drive the inhabitants to the hills. The climate is nevertheless stated to be healthy. Hankow is not a walled town, but there is a small fort and ditch at the eastern extremity. The streets are numerous, and in the best Chinese style. The town has the appearance of a great emporium of trade. British cotton manufactures have been long known here, having been imported hitherto from Canton. The mineral products of Sze-chuen here find a mart, and native opium grown in West Sze-chuen and in the Province of Hoopeh is sold in considerable quantities, and at a far cheaper rate than Indian (Malwa) opium, which however was in the market.

The native trade is represented as enormous with districts in the west of Hoopeh and Sze-chuen. The prices at which British cotton goods are offered for sale in the shops at Hankow would tend to disprove the general belief that inland duties *in transitu* from Canton were inordinately onerous. On comparing also the prices of the native grey cotton cloths with British cotton manufactures, it is reported by the intelligent British merchants who accompanied the expedition, that the prices of the former cannot be considered low. It was fully expected that the whole of the Hoopeh teas will be brought next year to Hankow for shipment, if the immediate vicinity of this district is undisturbed by the insurgents, the passage down the Great River being not only far more expeditious, but making in the cost of transport of tea, as far as Shanghae, the considerable difference of 8 taels per picul less than by native boats through the inland creeks.

It is not alone, however, from the Hoopeh districts that it is anticipated the tea merchants will find their way to Hankow, but also through the Tung-ting Lake. This lake, said to be 220 miles in circumference, receives the waters of several southern rivers, which find their way through it into the Yang-tze, and serves as the great reservoir for the numerous tea cargoes and other products brought into it by the native junks navigating the rivers and creeks of that rich and extensive district of Central China. To the south of the lake are some hills, on which are grown tea of an incomparable quality, for the especial use of the Emperor, said to be worth a guinea per lb., but which cannot be bought for money. To the westward are large forests, and to the south extensive black tea districts.

This, indeed, is the region of lakes; for from the east of Tung-ting Lake, over an area of 158 miles east and west, and 80 miles north and south, the course of the Yang-tze lies between a series of lakes almost touching one another, which circumstance gives to the provinces of Hoopeh and Hoonan their names, these words meaning north and south of the lakes.

If, then, the tea and other products of these vast regions are directed to Hankow as the most convenient depôt for barter and shipment both by foreign merchants and native dealers, this, it may be presumed, will tend, in due time, to diminish the prices of tea when it reaches the hands of the consumer in Great Britain. Yow-chow, at the entrance of the lake, and 157 miles up the river from Hankow, is surrounded by tea-growing districts. It was taken by the rebels in 1853, 1855, and again in 1857, and has now sunk into decadence, but its position would insure a revival of its former prosperity under more favourable circumstances. This town was the extreme limit of the expedition up the Yang-tze, under Sir James Hope, in the spring of this year, but the Tae-ping rebellion, necessarily so frequently referred to in this Report, unfortunately renders the full development of all reasonable expectations of extended traffic, both import and export, in the ports opened to foreign trade on the Yang-tze-kiang contingent upon the power of the Imperial Government, by a judicious organization and distribution of its military forces, to ensure protection and confidence to the native merchants of at least the larger commercial cities. During the very period, in the spring of this year (March 1861) at which Sir James Hope conducted the expedition up the Yang-tze River, and the British Consular authorities were installed at their posts, a panic arose at Hankow upon the reported approach of the rebels, such as can hardly be realized by any who have not witnessed similar scenes in China arising out of the same cause. Confusion may attend the utter rout of an army which, flinging away its camp equipage, hurries to some stronghold or vantage-ground; but here the European spectator witnesses the teeming population of a flourishing Chinese city, old men and women, infants, the lame and the sick, all pouring pell-mell from every outlet, and seeking refuge they know not where. Suicides are rife amid such scenes. The neighbouring villages are on fire, the rebels are at hand, and escape appears hopeless. But it must not be inferred that this exhibition of inordinate fear arises from the total absence of moral or physical courage in the Chinese citizen. As a father, as a husband, or swayed by any other of the social ties of life, he has rational grounds for flight, together with those whom he would preserve: for the detestable assassins who compose the Tae-ping legion kill—kill all they meet or find, not only in the fury of their assault, but systematically and deliberately; the youth of both sexes that may have escaped destruction alone being spared to be amalgamated with themselves.

On a still more recent occasion (*i.e.* in the month of June of this year), a despatch reached Hankow to the effect that Woo-chung-heen, about sixty miles from Hankow, had been taken by the rebels, who were advancing upon Woo-chung-foo, the walled city opposite Hankow. The principal inhabitants, among whom the Viceroy was one of the first, fled from Woo-chung across the river to Hankow, as the former being a walled city, and occupied by a panic-stricken Chinese Imperial garrison, it was expected that the rebels would attack and take that place first, and, by a destruction of the garrison, pillage and desolate Hankow undisturbed and at their leisure. But the traders and chief inhabitants fled equally from Hankow into the neighbouring districts, notwithstanding a garrison of 6,000 imperialist troops stationed there, as well as a force of 20,000 men in the surrounding neighbourhood. The numerous fleet of junks also disappeared up the River Han, and through the various creeks, and the Europeans who had so recently arrived to explore this flourishing emporium of trade, found themselves as though in a deserted city. During the months of June and July, however, Her Majesty's Consul at Hankow reported that some of the merchants had returned, encouraged by the presence of European merchants already occupying twenty hongs, who remained despite the disorder which had prevailed, and having with them merchandize estimated to be worth 300,000*l.*; of these, thirteen were branch establishments from the principal British houses of commerce long established in China, and in August trade had again commenced to revive.

The city of Woo-chung-foo, opposite Hankow, is the provincial city of the province of Hoopeh, and the residence of the Viceroy of that province as well as of Hoonan. It is a walled city, and within the walls is the ridge of a hill overlooking the surrounding country. Through a gap in this hill one of the principal streets runs under a belfry tower. The city covers an area of fourteen square miles. The shops in the principal streets are well furnished, and, besides the yamuns or public offices, there is a Confucian temple, and an examination-hall, with cells four feet square, for 8,000 candidates. Hanyang, on the same side of the Yang-tze as Hankow, but separated from it by the River Han, is a small city affording no particular advantages in a military or commercial point of view; a hill which runs through it serves as a refuge for the inhabitants during the period of high floods. The population of these three cities, clustered together in the heart of China at a confluence of water-communication leading to all parts of the Empire, is no doubt most dense and teeming with life; but it is difficult to adopt specific statements in respect to the population of cities in China, which ebb and flow with the approach or withdrawal of exterminating rebel bands. In 1851 the Abbé Huc estimated the united population of Woo-chung-foo, Hankow, and Hanyang, at 8,000,000 souls, and in 1861, the expeditions which ascended the Yang-tze, speak of them as probably containing 3,000,000, exclusive of the multitudes in boats.

It remains only to state that the concession-ground on which the residences of the British community at Hankow will ere long be constructed, is situated at the eastern end of the city, with a fair water-frontage, and vessels of large draft can lay alongside the bank with eight fathoms close at hand. Hankow Reach extends for six miles, with from one mile to three-quarters of a mile across, affording ample room for turning. The site was chosen as near the centre of the city as circumstances would permit. As the whole country around is subject to floods, the object was to secure as high ground as possible: a great portion of the Settlement will not require to be raised. Its dimensions are 2,750 English feet in length, all water-frontage, by 1,210 feet in depth; the area being about 76½ acres.

I here insert Tables, collected from very minute Custom-house Returns, giving the import and export cargoes of vessels under the British flag which had cleared from Shanghae for the three Yang-tze ports, and *vice versâ*, from the date of their opening to foreign trade in March of this year (1861) to the end of the first six months ensuing.

Return of Merchandize Exported from Shanghae to the Yang-tze ports between March and September 1861, being the first six months since their opening to trade by Treaty.

[One picul is equivalent to 133⅓ lbs.]

Articles.		Quantities.	Articles.		Quantities.
Aniseed	piculs	72	Lathe wood	piculs	9
Bamboo shoots	„	36	Lastings	pieces	390
Bêche de mer, black	„	314	Lawns	„	600
„ white	„	34	Lead	piculs	5,321
Beetle nuts	„	61	Lichee	„	41
Belts, silk	dozens	30	Liquorice	„	16
„ elastic	„	2,150	Long ells, woollen	pieces	11,640
Blankets	pieces	150	Looking glasses	„	230
Brocades, dyed	„	14,694	Mats	rolls	5
„ white	„	1,537	Medicines	piculs	2,146
„ assorted	„	1,000	„	packages	306
Buttons, brass	gross	2,437	Medium cloth, woollen	pieces	60
„ brass, figured	piculs	6	Merchandize	packages	25
Cambrics	pieces	120	Mushrooms	piculs	642
Camlets, woollen	„	3,066	Mussels	„	24
„ Dutch, woollen	„	130	Nails, iron	„	24
Camphor	piculs	34	Nankeens	pieces	2,374
Candy, sugar	„	588	„	piculs	54
Cardamums	„	15	Nuts, salt	„	18
Carpets, woollen	pieces	947	Opera glasses	pieces	952
Centipedes, medicinal	piculs	7	Opium	chests	509
Chintz	pieces	1,531	„ lamps	pieces	656
Chow-chow	piculs	99	Orleans	„	700
Cigar cases, leather	pieces	1,000	Paper, coarse	piculs	590
Cloth, Japan	„	1,730	„ gilt	leaves	500
„ Turkey red	„	2,129	„ knives	pieces	20
„ native	„	300	Pepper, black	piculs	3,135
Coals, for Navy use	tons	550	„ long	„	16
Coburgs	pieces	60	Pipes for opium	pieces	40
Cotton, raw	piculs	199	Planks	feet	25,338
„ dyed	pieces	181	Powder, white	piculs	2
„ white	piculs	83	Prawns, dried	„	77
Cottonades	pieces	10	Preserves	„	2
Cottons, printed, Japan	„	3,099	Putchusk	„	251
Cords, Canton	„	20	Quicksilver	„	46
Counting boards	„	106	Ribbons	„	3
Crapes	piculs	5	„ gold and silver	pieces	193
Damasks	pieces	6,926	Sandalwood	piculs	1,663
Dates, black	piculs	9	Seaweed	„	18,470
Dimities	pieces	630	Sharkfins, white	„	37
Domestics, grey	„	200	„ black	„	5
Drills, American	„	1,200	„ skins	„	42
„ dyed	„	25,445	Sheetings	pieces	1,320
Embroidery	piculs	580	Shirtings, white	„	29,205
Fans, palm leaf	pieces	100	„ dyed	„	500
„ paper	„	6,147	„ white, figured	„	6,440
Feathers, birds	„	6,500	„ dyed, figured	„	9,153
Fish, dried	piculs	1,413	„ grey	„	125,933
„ salt	„	145	Shirts, coloured	„	500
„ shell fish	„	103	Silk, coarse	piculs	2
„ maids	„	9	„ and cotton, mixed, Japan	pieces	100
„ roe	„	10	„ piece-goods	„	790
Flannel	pieces	12	„ „ Japan	piculs	370
Fruits, dried	piculs	30	Spy glasses	pieces	60
Gall-nuts	„	19	Stripes, Spanish, woollen	„	4,715
Gamboge	„	1	Stores	packages	1,604
Gauze	pieces	100	Sugar, brown	piculs	3,799
Glue, fish	„	26	„ white	„	5,236
Goods, native, Canton	„	7	Tables	packages	2
Ginger	piculs	2,320	*T*-cloths	pieces	62,110
Ginseng	„	144	Tobacco	piculs	1
Glass chimneys	pieces	200	Towels, native	pieces	1,100
Grass cloth, fine	„	456	„	piculs	8
„ coarse	piculs	20	Twills, dyed	pieces	200
„ „	pieces	177	Umbrellas, cloth	„	1,846
Guns	„	4	Velvet	„	3,402
Habit cloth	„	104	Velveteens	„	100
Hair, goats	piculs	10	Vermilion	picul	1
Hams	„	21	Watches	pieces	45
Handkerchiefs	dozens	17,491	Window glass	packages	275
Indigo	piculs	18	Wire, copper	piculs	16
Isinglass	„	744	Wood, Japan	„	951
Japan ware	„	2	Woollen and cotton mixture	pieces	696
Jeans, cotton	pieces	2,040	White lead	picul	1

Return of Products Imported into Shanghae from the Yang-tze ports between March and September 1861, being the first six months since their opening to trade by Treaty.

[One picul is equivalent to 133⅓ lbs.]

Articles.		Quantities.	Articles.		Quantities.
Almonds	piculs	9	Lacquer	piculs	89
Alum	,,	36	Leather	,,	58
Arsenic	,,	328	Lead	,,	153
Bark	,,	53	Medicine	,,	2,052
Boards	pieces	1,233	Nankeens	,,	10
Boots	pairs	28	Nuts	,,	26
Borax	piculs	16	Oil	,,	14,938
Brass ware	,,	38	Opium, native	,,	17
Charcoal	,,	100	Paper, fine	packages	2,301
China root	,,	25	,, coarse	piculs	3,924
China ware	,,	10	Planks, deal	feet	21,615
,, cloth	bales	25	Preserves, native	piculs	210
Chow-chow	piculs	99	Quicksilver	,,	24
Coal, native	tons	50	Resin	,,	38
Coir	piculs	59	Rice	,,	1,863
Crockery	,,	10	Rhubarb	,,	491
Felt	sheets	800	Safflowers	,,	201
Fireworks	piculs	32	Seed, melon	,,	30
Fungus	,,	1,280	Silk, raw	,,	1,235
Galls	,,	26	,, piece-goods	pieces	150
Ginger, dried	,,	27	,, tassels	piculs	2
Ginseng	,,	2	,, cord	,,	1
Ghee	,,	51	,, wild	,,	48
Gold cloth	tales	400	,, pongoes	,,	4
Grass, fine	pieces	245	Skins, sheep	pieces	753
,, coarse	piculs	147	Steel	piculs	289
Gypsum	,,	1,144	Tallow	,,	208
Hair, goats'	,,	95	Tea	,,	36,887
,, horse	,,	1	Tobacco, cut	,,	3,836
Hemp	,,	4,937	,, in leaf	,,	578
Hides	,,	1,088	Varnish	,,	5,919
Indigo	,,	6	Wax, bees' wax	,,	703
Iron ware	,,	13	,, insect wax	,,	130
Iron, pig and plate	,,	106			

These Tables suffice as an index, not indeed as to the extent which foreign trade may eventually attain on the Yang-tze river, but as showing the specific character of the manufactures and products, both of import and export, in which it is likely to consist. The deputation appointed by the Shanghae Chamber of Commerce to report on the actual condition and commercial capacities of the several ports opened to trade on this river, and which accompanied the expedition, have published their remarks for general information, pointing out the precise commodities in demand, and their selling prices, with the rates at which native products were obtainable. I here restrict myself, therefore, generally to remark that the opening of this noble river to foreign trade in connection with clipper steamers now reported to be building in England expressly adapted for the shallow waters of the river and lakes at certain seasons of the year, and before referred to in this Report, must at least insure a most sensible diminution in the cost of transport; for a steamer running between Shanghae and Hankow might effect many trips, while the native boats (as heretofore bound to the same destination) were creeping through the inland creeks.

In the winter the force of the stream is stated, upon professional authority, to be from 1½ to 4 knots, and in summer to from 5 to 7 knots an hour, which will deter European sailing ships from undertaking its rather dangerous navigation, especially between Woo-sung and Nanking. Steamers of moderate horse-power are at present almost exclusively engaged in the trade, and appear on the average, during the spring months, to have been 120 hours under steam from Woo-sung at the mouth of the river up to Hankow, and 65 hours down the river between the same points, a distance of 600 miles.

With respect to the extent to which this new and vast highway of commerce is likely to affect the important desideratum of an increased import trade in manufactured cottons from Great Britain, and of raw cotton and of opium from India, for the consumption of the teeming populations of Central China, hitherto only indirectly reached through native traders, no definite anticipations can as yet be hazarded.

On the one hand it is most true, as has been admitted by all best acquainted with this country, that Chinamen of the classes comprising nine-tenths of the immense population of this Empire require cotton cloths containing three times the quantity of cotton that is put into what is imported into this country from Great Britain, and that we are unable to make cloths similar to what is thus made by them at anything approaching the same price as their own, which in truth is simply the price of the raw material; for the labour employed in its fabric is spare labour, arising out of a cessation of the agricultural pursuits in which these populations of unparalleled and inconceivable industry are engaged: and it must, moreover, be borne in mind that the spinning-wheel, wherever Europeans have penetrated in the new regions recently opened up and explored, has been found in every cottage.

On the other hand, the system of trade being essentially that of barter, it may not be unreasonable to anticipate that the increased facilities and reduced cost of transport of tea and other products of Central China from their very source by the uninterrupted channel of the Yang-tze-kiang to a port of shipment on the sea-board, will create a considerable increase in the export trade, and bring with it a corresponding market in exchange for British cotton manufactures and other staple imports, which the Chinese will take in the ratio at which we take their teas and other products in the spirit of profitable barter, although not as necessaries which could not be dispensed with.

Our trade in Indian raw cotton with China may, however, fairly be expected to increase upon less doubtful grounds than the home trade. The Chinese Government has for a series of years discouraged the extension of cotton cultivation in the north of China, which, as it was a more profitable product, was gradually displacing the cultivation of rice, in this country the staff of life. This circumstance, in conjunction with the devastating career of the Taeping rebels, who have decimated the agricultural populations in their wide-spread course along the valley of the Yang-tze-kiang, justifies the inference that our imports of Indian cotton into this country, already considerable, will steadily increase. But here, again, it may be observed, that it is to this incidental restriction imposed by the Imperial Government in respect to the cultivation of native cotton, that we are alone indebted for this important counterbalancing item to our export trade from this rich and fertile Empire.

Native-grown cotton is preferred by the Chinese to any that is imported; one reason assigned is based on the singular impression that the cotton imported from India being pressed, it has lost its caloric, and therefore not so suitable as their own to quilt their winter dresses and bed-covers.

But an increased importation of opium from India, in consequence of the opening up of Central China by the Yang-tze river, cannot with any confidence be looked for. Hankow, the present limit of navigation on this river, is on the very borders of native opium-producing districts. A description of this drug known as "Nantu" opium, which is grown in Kwei-chau and Yunan, is preferred to the two other qualities of the native drug, and is extensively used; Malwa opium, indeed, maintains its pre-eminence, but its price impedes any extension of its sale. In truth, the increasing cultivation of the poppy in China, especially in the districts bordering on the Upper Yang-tze, will probably shortly present a serious and anxious subject of inquiry.

Colonel Sarrel's expedition 1,800 miles up this river, nearly to its source, in the early part of this year, and undertaken in the object of penetrating into Thibet, and thence to India, passed in their course, far above Hankow, one district extending for eighty miles "red with poppies;" and at Kwei-chau-foo, latitude 30° 09′ 36″, longitude 6° 53′ 30″,* they were told that the proper cost of native opium was little over 2 dollars per catty, while Malwa opium at Hankow cost 6 dollars for the same quantity. In a word, if the importation of foreign opium into China has now become a legitimate traffic, so must its native production be unrestrained.

In concluding this division of my Report, which has related exclusively to the trade and navigation of the Yang-tze recently opened to foreign trade from its mouth as far as Hankow, and explored as far as Yow-chow and the Tung-ting Lake, a distance of 800 nautical miles from the sea, I deem it of peculiar interest to be enabled briefly to annex some of the salient points of commercial interest which developed themselves to Colonel Sarrel and his brother travellers as they proceeded 1,100 miles still further up the course of this mighty river, and which I derive from the narratives of some of the members of the expedition, published in the local papers.

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* Peking is East of Paris by Gambil 113° 51′ 30″, by Keogler 104° 20′ 10″, others 114° 0′ 0″; from Greenwich Peking is East long. 116° 45′, lat. 39° 55′ N.

The expedition parted with Sir James Hope's flotilla at Yochow, latitude 29° 24′, longitude 3° 34′ 5″ west from Peking, and before referred to as being at the entrance of the Tung-ting Lake, and in their native boats reached Kin-chow-foo, latitude 30° 26′ 40″, longitude 4° 23′ 40″ west from Peking, in eleven days, and distant five days by land from Hankow. This town is situated a mile from the river. At Sha-ze, its port, a great many junks were observed, the trade consisting in cotton, raw and manufactured, up the river; and silk, sugar, tobacco, and salt, down the river. Six miles higher up is the mouth of a river said to communicate with the Tung-ting Lake, and to be a shorter route to Yochow than by the Yang-tze, but the imports of native products into Hankow are derived from districts surrounding the Tung-ting Lake rather than from the Upper Yang-tze. Above the Tung-ting outlets the Yang-tze became only half the previous width; above Kin-chow the country became hilly, and even mountainous. The town of Chekiang-heen and Itu-heen were passed, and proceeding up a most picturesque part of the River I-chang-foo, latitude 30° 49′, longitude 5° 18′ 10″ west from Peking, is reached. For 364 geographical miles above Hankow, as far as I-chang-foo, the river is navigable for steamers of considerable size, its width above the Tung-ting outlets being about half-a-mile, and the least water in mid-channel at the lowest season four fathoms in one or two places, generally much more.

Above I-chang-foo the river is unsuited to navigation in foreign vessels, at least in the spring. About 3 miles above the city the character of the river changes, and narrows to about 80 yards in width, and rushes with a strong current through a narrow gorge with stupendous cliffs on either side. At 15 miles further up, the first rapid, at least in the spring months, is reached; and from thence upwards for a distance of 83 miles from I-chang-foo the course is through a continuous mountain-range, passing through more gorges and obstructed occasionally by rapids, but there is no want of water, for the river is very deep in these narrows.

It was not possible to decide whether or not the navigation of the Yang-tze above I-chang-foo is positively impracticable for steamers, as the water might be much higher at other seasons. Water-marks appeared on the rocks at 60 or 70 feet above the level in the spring, but the additional force might be another obstacle. Coal mines were worked at Kwei (not Kwei-chau), about 52 miles above I-chang by galleries in the hill-sides close to the river. At Kwei-chau, latitude 30° 57′ 36″, longitude 5° 50′ 27″ west from Peking, the next place passed, the poppy was under extensive cultivation, as elsewhere remarked in this Report. Chung-king, on the left bank of the river, was next reached, a considerable place, consisting of two towns, one over each side of a large tributary of the Yang-tze, and a focus of trade, where northern and southern products interchange, as well as eastern and western. It is what Hankow is in the centre, and Shanghae on the sea-board. European goods were sold here; tobacco, sugar-cane, wheat, barley, beans, and peas were growing in May, and the three last were ripe at that season. Iron was worked in the neighbourhood, and coal mines were passed extending eighteen miles along the river; gold was washed for extensively in the shingle flats of this portion of the river, but its collection was stated to be hardly remunerative. A regular mail service exists with the interior not controlled by Government, and letters will pass from Chung-king to Hankow or Canton, to the former in fifteen days. The expedition continued its course up the river to Pingshan, in the department of Ichan-foo, province of Sze-chuen, and in north latitude 28° 20′, east longitude 104° 5′; that town being within 300 miles of the frontiers of Thibet, and 1,800 miles from the mouth of the Yang-tze. But having here encountered local disorders and insurmountable obstacles rendering further progress impossible, Colonel Sarrel and his party returned by the same route to Shanghae.

I now proceed to define the precise situations, capacities for trade, and future commercial prospects of the six other ports recently opened by Treaty to foreign trade, and all of which are on the sea-board of China, or closely adjoining it by navigable water-communication.

Commencing from the extreme northern coast and going southwards, I take these ports in the order in which they stand.

New-chwang.

This town is situated in Shun-king, the only one of the three provinces of Manchuria remaining intact and unabsorbed by Russia in that quarter, in latitude 41° 20′ 25″ north, and longitude 122° 41′ 50″ east. It is reached up the River Lian (which empties itself into the Gulf of Lian-tung), at a point 80 miles up the river, not on its shore, however, but 8 miles up a small affluent. The distance by land to New-chang from the coast does not exceed 35 miles. The bar at the entrance of the Lian presents some difficulties, but being passed through the right channel, which has 20 feet of water, the river is found to have from 4 to 7 fathoms for 10 miles up, where the town of Ying-tze, in the district of New-chwang, is reached. Here Her Majesty's Consulate is established in preference to New-chwang itself, for reasons to which I shall presently advert. Passing Ying-tze, and 70 miles further up the river, a small affluent runs inland, 8 miles up which New-chwang is built; but foreign merchant-vessels of moderate draught could not navigate the river higher up than Tai-tze, 15 miles short of where the New-chwang armlet is reached, and even native row-boats do not find sufficient water at a point two or three miles short of the town. New-chwang was visited by Her Majesty's Consul upon his arrival to occupy his post in the month of June of this year (1861), and was found to present no signs of commercial activity, but, on the contrary, was falling into decay, although in the early period of the present Dynasty it had been a place of considerable trade. Its present local importance is derived from its being one of the garrison towns of the province. Taking into account, therefore, the disadvantageous condition of New-chwang as a mart of trade, and seeing also the impossibility of shipping reaching this town, owing to the shallowness of the river, Her Majesty's Consul deemed it very desirable to establish the Consulate and British settlement at Ying-tze before referred to, and with the sanction of Her Majesty's Minister, and full concurrence, and even wishes, of the Chinese authorities, the Consulate was there in due form established.

Ying-tze (variously called Yint-tze, Muhkowing, Yinkow. and Newkow) is situated, as before-mentioned, 10 miles up the river, on its left bank. The reach along which the town lies, varies in depth of water to from 4 to 7 fathoms; and the anchorage-ground is commodious and safe. The town is estimated to contain about 50,000 inhabitants, and, although surrounded with mud-flats at low tide and marshes, the climate is represented as not unhealthy. The navigation is stopped for four months in the year, *i. e.*, from about the 15th November to the 15th March; but agricultural operations being then arrested, and no other employment found for the cattle, it is during that period that the produce of the surrounding country is brought in carts to Ying-tze, especially from the northern and eastern parts of the province, and from Eastern Mongolia, comprising distances not attained by the river navigation in summer. A large trade is carried on up the River Lian by Shanghae and Ningpo junks as far as Ying-tze, and by Shantung and Tien-tsin junks with Tai-tze, 14 miles higher up. The merchandise imported by them are coarse domestics of British manufacture, and other staples usually imported into the other ports of China. But with the exception of raw cotton to a very limited extent, these cargoes are re-exportations, partly from Shanghae and partly from Tien-tsin. The importation into Manchuria, through Ying-tze, of native-grown raw cotton from Shanghae is more considerable, the quantity of cleaned cotton so imported being estimated at 76,000 bales of 83 catties each. The products exported consist in wheat, barley, millet, peas, beans, tobacco, oil and drugs, Some expectations are also formed that sheeps' wool and tallow may eventually be brought down in sufficient quantities for exportation, to which may be added coal, which is procurable in abundance, and timber, with which nearly all Manchuria is covered. On the whole I am informed that the mercantile community is inclined to the belief that a direct trade between Great Britain and New-chwang is more likely, in course of time, to spring up to a moderate extent, than from Tien-tsin or Tang-chow.

A considerable drawback to the immediate development of the foreign trade at this port exists, however, in the prohibition to export pulse and bean cake, staple products throughout this region, but the free exportation of which the Chinese Government was loth to admit during the discussions which took place respecting the rules attached to the Treaty of 1858. All nations unversed in the true principles of political economy are averse to the exportation of products which serve as the chief food of the inhabitants, and unaware to what extent, if a door were opened to exportation, even under restrictions, a province or district might be drained of its chief aliments, and the people thus become driven to disaffection and revolt. The Government of China appears to have adopted the rude expedient of prohibiting the export, in this instance, of the two principal products of agricultural industry in this province, irrespective of the abundance or scarcity of the harvests, even from one port on the seaboard of China to another. Notwithstanding this prohibition, however, a brisk, though unrecognized, trade is carried on in these prohibited articles of export, for foreign vessels in the offing receive their cargoes from Chinese boats, and so depart, taking their chance of landing them at some other port in China where the Custom-house officers may or may not prove as indulgent as at the port of lading. The right of exporting pulse and bean cake, the staple products of the two northern ports of Ying-tze (New-chwang), and Tang-chau in Shan-tung, excepting in seasons of dearth, is a privilege which it is to be hoped, in the course of our amicable relations with China, may be conceded to the foreign merchant.

From New-chwang to Moukden, the capital of Manchuria, the distance is 90 miles. The country between these two places is flat, but richly cultivated. The population is considerable, and the villages well built. The country is well supplied with mules and horses of a superior breed to those found in other parts of the Chinese Empire. Inns are found at intervals of every mile and a-half. The traffic in summer is carried on by the rivers, and in the winter by the roads, which are frozen in some places to the depth of from 3 to 7 feet. The great trading city of Laon-yiang, latitude 41° 10′ north, longitude 123° 27′ east, lies in the road between New-chwang and Moukden, at a distance of 45 miles from the latter, and is described as a walled city, the streets wide, and the shops richly furnished. Moukden is laid out precisely on the same plan as Peking, although only half the size; but the streets are even broader than those of Peking, and cleaner. The inhabitants throughout these districts of Manchuria are a bold and athletic race; all are armed as a protection against banditti who infest the country, especially in the winter months, and who are said to be chiefly Mahometans.

Upon the first arrival of Her Majesty's Consul and other Europeans the inhabitants of Ying-tze exhibited a hostile and menacing disposition, but they are now reported to have become civil and respectful; so much so that Her Majesty's Consul did not consider it necessary that a British vessel of war should continue to be stationed there. From New-chwang by Moukden to Peking the distance is about 580 miles, and practicable by couriers in five days. The Corean Envoys bringing tribute arrive annually in Peking by this route. From Tien-tsin to Ying-tze the distance is 420 statute miles, and the road can be traversed by carts the whole way, excepting during the rainy season. In respect to climate, Ying-tze and the district of New-chwang generally is subjected to less heat during summer than either Peking or Tien-tsin; the winters are, however, very severe, but the houses are built to resist the cold, and fuel is abundant.

At Ying-tze Her Majesty's Consul has secured, on the usual favourable lease, a concession of ground in the most eligible locality, as the place of settlement of the future British community, and the agents of some commercial houses had already arrived.

Tien-tsin.

This city and port in the province of Chi-li is situated 68 miles up the River Peiho by its tortuous windings, although not more than half that distance in a straight line by land; the precise position of Tien-tsin is in latitude 39° 10′ north, longitude 46° 32′ east, from Peking. From Tien-tsin by land to Peking the distance is 80 miles; by water the journey as far as Tung-chow is usually accomplished in from four to five days, and from Tung-chow Peking is reached on horseback in two hours, and by carts in six hours. The river is usually frozen over from about the 15th of December to the 15th of March, and the local movement of boats and junks is then taken up by sledges, which swarm on the river.

Tien-tsin is a very considerable walled city, and its population cannot fall short of 1,000,000. The markets are abundantly supplied with fish, butcher's meat, vegetables, poultry, and all sorts of game. The utmost activity prevails in the streets, and the shops are well stocked with merchandize suited to Chinese requirements. The maximum of heat in the summer is 106°, the maximum of cold 6° below zero; but the houses, surrounded as they are, wall within wall, are tolerably protected against the cold.

In accordance with Treaty rights, Her Majesty's Consulate was established at this port in January 1861, and declared open to trade under specific local regulations.

Great expectations had been generally entertained by the mercantile community in China in respect to the advantages derivable to foreign trade by the opening of this northern emporium, accessible as it was to shipping by river navigation, and it had been frequently represented that such a Treaty right would be a very desirable object to attain. Those anticipations have been realized so far as might reasonably be expected, as will appear from the following résumé of the commercial ordeal through which Tien-tsin has passed during the first six months since it became freely accessible to British shipping and British commercial enterprise, totally irrespective of the temporary requirements of the allied French and English military forces stationed there since the termination of the war.

Import Trade.—The import trade in cottons is by far the most important branch of British commerce at this port, and is therefore entitled to primary consideration. Grey and white shirtings are in great demand; also *T*-cloths and heavy American drills and jeans. Goods of the above description constitute the staple articles of trade at Tien-tsin. Some transactions have taken place in velveteens, Turkey-red cloths, and blue shirtings, and a certain quantity of those goods will always be taken off; but in inconsiderable proportion to the class previously mentioned.

The Chinese of the northern provinces seem very fond of Manchester cottons; the shops in Tien-tsin are literally full of them: they are cut up into pieces of a convenient length and sold in the streets, or hawked about the neighbouring villages.

There is no doubt but this class of goods is very highly valued by the natives of Chi-li and the adjoining provinces, and an increased demand next year may be confidently expected.

I here add a Table showing the reported amount of the deliveries in cotton goods at Tien-tsin during the last six months after its opening to trade, *i.e.*, from 1st June to 30th November, 1861 :—

Description of Goods.	Pieces.	Estimated Value.	Description of Goods.	Pieces.	Estimated Value.
		Taels.			Taels.
Grey shirtings	550,000	962,500	Chintzes	10,000	14,000
White ditto	67,000	120,600	American drills, jeans, and shirtings	60,000	165,000
White fancy cottons ..	43,000	79,400			
Dyed ditto	20,000	49,000			
T-cloths	88,000	132,000	Total value ..	..	1,542,500
Damasks	5,000	20,000			

Or, at the exchange of 4*s*. 9*d*., equal to 366,635*l*. 8*s*. 4*d*.

Woollen Manufactures.—Woollen goods are not in much demand; still a little has been done in this class of our manufactures. In round numbers 600 pieces of camlets, 700 pieces of long-ells, and a few pieces of Spanish stripes, having an aggregate value of 16,000 taels, or 5,333*l*., have been disposed of. Woollens are not much used by the natives, but, when used at all, the blue cloth of the Russians is almost always preferred, chiefly on account of its cheapness. It is not anticipated that our British woollens are likely at a very early period to drive the Russian out of the Chinese market in the north. The Russian merchants can afford to lose on their woollens, because they lose much less on their woollens than they gain on the teas which they take in exchange. But the quantity of Russian woollen goods consumed in China is probably, after all, not very large. There is, in fact, no considerable demand made by the Chinese on the market for woollen goods; and, under existing circumstances, the trade in woollens would not be remunerative. Our merchants, therefore, confine their attention principally to the cotton trade. But the reason why there is a very limited demand for British woollens is, not that the Chinese fail to appreciate the beauty and value of our woollen goods—on the contrary, it is well known that they fully admit the superiority in texture and fabric of our best woollen stuffs over those imported from Russia; but it is accounted for by the fact that the fabrics introduced are always too dear, relatively, to the quality and durability of the stuff, and hardly even of a suitable pattern. Nor is there any considerable demand for Russian cloths. The Russian blue cloth, unexceptionable in point of colour, does not wear well; it soon gets threadbare and dirty, and is very often not of the proper texture for Chinese autumn, winter, or spring wear.

The Chinese are essentially an economical people, and they very properly refuse to expend their money on the very inferior woollen stuffs that we throw into the market.

Indian and Straits produce.—Opium is of primary importance. The sale of Malwa opium during the six months ending 30th November has been, in round numbers, 775 chests, valued at 465,000 taels, and of Patna about 25 chests, valued at 17,500 taels. The quantity brought by junks is unknown, but must be inconsiderable.

In former years, this and the other gulf ports took off-double the quantity that has been imported this year in foreign vessels. This circumstance is to be attributed mainly to the increased consumption of native Shan-si opium, which, on account of its cheapness, is driving the Indian article out of the markets of Northern China; also in some measure, doubtless, to the decay of the smuggling trade carried on by the junks at the various small towns and villages situated on the gulf coast. The price of opium has been much enhanced since the Indian mutiny, and this has stimulated the cultivation of the native plant. Tracts of very considerable extent in the Shan-si and Shen-si Provinces, as in the Sze-chuen, along the shores of the Upper Yang-tze, where a few years ago a poppy was not to be seen, are now yielding yearly large supplies of opium. Even when mixed with a certain proportion of the Indian drug the native article is very much cheaper than the purely Indian. The flavour of the Indian is, however, more highly relished by the Chinese than that of Shan-si opium: yet there are exceptions to this rule; opium-smokers are known to say that they liked the purely native drug, when one or two years old, better than the purely foreign. A mixture of the two, however, is universally preferred.

Trade in produce of the Straits is almost entirely in Chinese hands; but large quantities of Straits commodities are nevertheless imported in foreign vessels into Tien-tsin. Sapan and sandal-wood, and rattans, are generally imported direct from Singapore. The other sorts of Straits produce are, as a rule, taken first to Canton, where they are prepared for the Chinese market. From the peculiar nature of the trade it must continue to remain here, as it does at the other open ports, almost entirely in Chinese hands.

Straits and Hong Kong Rice.—Several thousand piculs of rice have been imported into Tien-tsin from Hong Kong and Singapore. It was quite unsaleable, and had to be re-exported to Shanghae. The native dealers offered 85 cents per picul for rice which cost 3 dollars 20 cents laid down at Tien-tsin; clearly indicating that the depôts of rice this year in the north, brought, as tribute or otherwise, from the rice-growing districts, is sufficient and considerable.

Native Produce.—Considerable quantities of Canton, Amoy, and Hankow produce have been imported in foreign vessels on foreign or Chinese account; prepared Straits produce has also been largely imported. The manipulation Straits produce undergoes at Canton, of course increases its price to the Chinese consumer; this, however, matters not to the merchant, as the articles pay him much better when brought viâ Canton; indeed, if imported direct in its raw state, as has sometimes been done, the merchandize is found to be unsaleable.

The list given below comprises most of the articles imported into the Tien-tsin market from Canton and other places in the South, including prepared Straits produce:—

1. Vermilion.
2. Red lead.
3. White lead.
4. Tuck-heung (physic).
5. Tyr-chow (ditto).
6. Cloves.
7. Refined camphor.
8. Nutmegs.
9. Cardamums.
10. Cinnamon.
11. Sack-yan (medicine).
12. Putchuck (ditto).
13. Olibanum.
14. Betel-nuts.
15. Tobacco.
16. Paper (coloured).
17. Ditto (uncoloured).
18. Split rattans.
19. Congou tea.
20. Black pepper.
21. Sugar (white).
22. Sugar (brown).
23. Myrrh.
24. Cardamum skins.
25. Orange skins.
26. Dried flowers.
27. China ware.
28. Medicines.
29. Grass cloth.
30. Turmeric.
31. Dry lyches.
32. Dry lungans.
33. Tawk-hong (medicine).
34. Tuckin-now (ditto).
35. Leong-kiong (ditto).
36. Opium lamps.
37. Chinese looking-glasses.
38. Opium pipes.
39. Glass pearls.
40. Canton satin.
41. Silk ribbon.
42. Glass ware.

The above list is by no means exhaustive, but it embraces the more important articles of this branch of commerce. The importation of these articles during the last season was large, and there is a steady demand for them in the market at remunerative prices; this demand is likely to increase. Many Chinese merchants still persist in making their purchases of native and Straits produce at Shanghae; in a year or two they will doubtless discern the inutility of this course, and find it much safer and more expeditious to buy what they want at Tien-tsin. When the native merchants become convinced that it is better to buy here than to buy at Shanghae, the Tien-tsin demand will be doubled. It is somewhat difficult to form anything like a correct opinion as to the exact quantity of native and Straits produce which is necessary to supply the demands of the market without overstocking it, but perhaps fifteen or twenty cargoes in the course of the season would not be above the mark.

Exports.—This branch of trade is totally insignificant. Wool under existing circumstances cannot be exported to advantage; tallow cannot be obtained cheap enough to pay on exportation; hides are not procurable at reasonable prices; peas and bean-cake have been sent to the South, but as these are produced in the neighbourhood of New-chwang it will answer better eventually to ship them from that port. A great many miscellaneous articles, among which medicines of different kinds may be ranked as the chief, have been forwarded to the South on foreign or Chinese account, but these have been of comparatively small value. It is not expected that Tien-tsin is ever likely to have much trade in exports: wool, if procurable at easy rates, would be exported, but there is little immediate prospect of any large quantity of it being made available for the foreign market; the small lots brought down country, it is stated, have hitherto been so dirty as to be quite unfit for shipment.

The carrying trade of the North China sea-board will no doubt very soon be almost entirely in foreign hands. The native merchant is not insensible to the important security afforded by the Insurance Offices, a security only obtainable by him on condition that he ships his property in a foreign vessel. The principle of Marine Insurance is destined to annihilate the junk carrying-trade. This year, as usual, the Fuh-keen junks, to the number of about 150, made their annual trip; most of them had only half-cargoes on board, and it is stated that the adventure, under the altered circumstances of the port, turned out a complete failure. The Chinese expect that the number of junks will be much smaller next year. A gradual decrease in the junk carrying-trade will ensue until, as in the case of carriage between Canton and Shanghae, the trade finally becomes the prize of foreign vessels.

Metallic Currency.—In the absence of any article of value exportable from this district, the native merchant is compelled to pay for his purchases in gold or silver. No decrease in the quantity of the precious metals need, however, be anticipated, as previous to the opening of the port payments to an equal amount were made in bullion to the foreign by the native merchant. The only difference that has really taken place is, that while formerly the money was paid at Shanghae, now it is paid at Tien-tsin. The gold with which, to a limited extent, these payments are made is mostly native metal. It is generally old, not new gold. The new gold comes principally from Kwang-tung and the Amoor districts of the Empire in the north, but the amount of new gold in the Tien-tsin market is extremely inconsiderable. The bulk of the payments are made in silver. There may be a small amount of Russian gold in the market, but most of the metal is native. The Russian trade with China is essentially one of barter. The product of the gold mines of Siberia is stated to be almost wholly sent to Russia.

Prospects of the Port.—Casting a retrospective glance over this statement of the commercial operations which have taken place at Tien-tsin during the period of its having been open to trade, the following are the results we may fairly arrive at, viz.: first, that there is the prospect of an increasing demand for all kinds of Manchester goods; secondly, that next year there would be a highly improved demand for woollens if our merchants would bring the proper stuffs into the market; thirdly, that opium, if much cheaper next year, may sell better, but that the native drug is gradually gaining on the market, and will, perhaps, eventually very materially diminish even the existing moderate demand for the Indian article; fourthly, that for all kinds of native and Straits produce there is likely to be a steadily increasing demand; fifthly, that deprived of the carrying trade in foreign commodities to the northern provinces, and with the disadvantage of being uninsurable, junks must, in the long run, inevitably disappear from the coast of China; sixthly, and lastly, that the export trade is at present insignificant.

It is impossible, in these early days of direct foreign intercourse with this and the other new ports opened to trade in the extreme north of China, to arrive at a definite knowledge of the products which the interior of these regions may yet yield to the enterprising British merchant, with all his appliances of capital and shipping, now brought within reach of these hitherto remote districts. In the absence of any active demand, a languid trade is still kept up between the borders of Inner Mongolia, on its eastern side, immediately beyond the Great Wall, and Tien-tsin, through Peking, of skins, horses, and sheep. But those districts may certainly be expected to furnish wool, a commodity at present little in demand, not being suited to the junk trade—it is too bulky, and other cargoes are preferred, as furnishing a more remunerative freight. Nor are the districts referred to further than from 150 to 200 miles from Tien-tsin, a distance which falls far short of what is traversed in Syria and other parts of the Turkish dominions by the same beasts of burden as those here in use, camels, and bearing the same commodity, wool.

I have every reason to believe that coals will also eventually be added to the list of available products at Tien-tsin. The northern parts of this province (Chi-li) are well furnished with coal of various qualities. The descriptions most used, both at Tien-tsin and Peking, and the surrounding districts, is of the slaty kind, which falls into powder, and which is made up with clay into balls, its comparative cheapness bringing it within the reach of the poorer classes. The next in use is the slaty anthracite, or blind coal, so called from burning without flame or smoke. This is suited to the Chinese stove, which is placed within their rooms, although without a flue or chimney of any kind. And, finally, stone coal, yielding no bitumen, and leaving a stony residuum, such as the Staffordshire variety of English coal. These are the descriptions of which alone the Chinese could make use for culinary purposes, and in their iron and brass manufactures; these kinds, therefore, have been alone procurable since the allied forces took up their quarters in Tien-tsin: but special and persevering inquiries made at Peking respecting the varieties of coal actually existing in the mines to the north-west and north-east of the capital, has resulted in bringing to light (and now made use of in Her Majesty's Legation) a very superior description, which leaves nothing to be desired in regard to fuel. This coal is in every respect equal to the best descriptions of large, blazing, and coking coal of Northumberland, yielding at least 40 per cent. of bitumen, with not half the amount of smoke emitted by the English coal imported into China. The eager demand for this description, for the use of the European Legations at Peking, its disuse by the native inhabitants, and the consequent abandonment of the mines where it is found, and which are situated in the hills about thirty miles to the north-west of Peking, all combine to render the price at which it is sold for, viz., about 2*l.* per ton, double what it would be obtainable for if a demand arose upon a large scale for the formation of depôts, most valuable for steamers at Tien-tsin, or for exportation to Shanghae.

Thus, in every branch of commerce carried on at this port, we may look for a moderate increase. But this anticipation can only be realised upon condition that the state of the Northern Provinces does not become worse. Should the banditti advance so as to intercept the native merchants on the route between Tien-tsin and Tai-yuen-fu, the capital of the Shan-si Province, the trade of this port will be completely paralysed. The prosperity of Tien-tsin depends entirely on the tranquillity of the Chi-li and Shan-si provinces. The immediate neighbourhood of Tien-tsin, though not exactly poor, possesses no resources of consequence. An irruption of banditti, therefore, into any of the northern provinces at present in a state of peace, would injure most materially the commerce of this port; but any serious disturbances in Shan-si, or a raid of the Nien-fei insurgents into the heart of that province, such as has taken place into the province of Shan-tung, would prove fatal altogether to the trade of Tien-tsin.

Forty-one British ships have entered the port of Tien-tsin during the season of 1861, exhibiting an aggregate amount of 10,839 tons; of these, 8 vessels only, of 2,000 tons in the aggregate, obtained general cargoes, showing clearly that the Chinese pay for Manchester goods and other manufactures almost entirely in cash. But if this fact shows where the weakness of the port lies, it also exhibits that in respect to imports, taken upon the whole, Tien-tsin is likely to turn out, if not the fourth, at least the fifth best port opened to trade in all China.

A very eligible site has been selected at Tien-tsin as building-ground for the

British settlement, presenting about 2,200 feet of water-frontage on the Peiho, by an average of 1,000 feet in depth, running eastward from the immediate suburbs of the town. This concession was divided into twenty-eight lots, which were sold by auction to the agents of the British mercantile community, and immediately bought up at high rates.

Tang-chow.

Tang-chow-foo, in the province of Shan-tung, department of Tang-chow-foo, is one of the largest sea-port towns along the whole of that province. It lies on the north-western shores of the promontory of Shan-tung in latitude 37° 47′ north, and 170 miles from the mouth of the River Peiho. It is the seat of residence of the chief local authorities of that department.

The harbour is exposed to the eastward and westward, and only partially defended to the north by the Miatau Islands. The bottom is rocky. This harbour cannot, in consequence, be frequented by vessels of heavy draught, and even communication with the shore in boats is frequently difficult and precarious in rough weather. The establishment of Her Majesty's Consulate at this port, therefore, so ill-suited for shipping, was evidently inexpedient, and the small town of Yentai, at the bottom of the harbour of Che-foo, was selected as in every respect the best situated for trade on this part of the coast of China.

At a distance of about thirty miles to the eastward of Tang-chow-foo, upon the same northern shore of the promontory, is the harbour of Che-foo, sheltered from the east by an island at its entry, and affording excellent anchorage-ground, much resorted to by native vessels. Here, also, the French squadron found a secure anchorage during the last winter (1860-61). In the north-western corner of the harbour is the large open town or village of Yentai, beautifully situated at the foot of sloping hills, covered with rich vegetation. The population is estimated to number about 10,000, and the port is much frequented by the traders of the province.

Her Majesty's Consul left Tien-tsin to proceed to his post in January of this year (1861), and travelled by land to Tang-chow-foo, the distance by the direct road being about 450 miles. Having made the necessary arrangements with the chief authorities, he proceeded to Yentai, where the Consular flag was hoisted on the 18th March (1861), and the port was opened to trade.

This Consulate retains, however, the designation adopted by Treaty of "Tang-chow-foo," for the harbour of Che-foo and town of Yentai are within the jurisdiction of that Department, as, indeed, is the whole of the Shan-tung promontory running eastward to its point from Hwang-hien on the northern side, and Lai-yang-hien on the south, such being in perfect consonance with the Chinese interpretation of the limits attached to the opening of Tang-chow-foo to foreign trade.

In respect to the actual trade which has taken place since the opening of this port to foreign shipping no precise information has as yet been attainable, but it is not as yet considerable. In imports, it is well known that, in addition to the usual Southern Chinese manufactures and products brought in junks, British cotton goods and other articles usually imported into China were, even heretofore, habitually sent here from Shanghae, both this port and that of New-chwang being the safety-valves of Shanghae when surplus imports lay there heavily on merchants' hands, owing to interrupted communications with other outlets arising out of the Taeping rebellion or other causes. But the direct trade with the north of China is now in course of rapid development. The carrying trade, by British and other foreign bottoms, from the Southern ports to Che-foo, of Chinese-owned goods will, in any case, to a great degree supersede the junk trade. The extent to which this latter trade has hitherto been carried on between the south and north coast of China is exhibited by the fact that, in ordinary times, from 14,000 to 20,000 junks are employed between Shanghae alone and the northern ports; and in respect to their cargoes, it should be added that in 1856 it was stated, upon good authority, that two-thirds of the manufactured goods imported into Shanghae went in junks to the ports in Shan-tung and to Tien-tsin. The description of articles imported into the province of Shan-tung through Yentai partakes of the same character as those already enumerated as imported into Tien-tsin. But an important import into Shan-tung from Shanghae consists in native-grown raw uncleaned cotton, of which 150,000 bales, of 100 catties each, are calculated to be received there annually.

In exports from the province of Shan-tung through Yentai, or through any of the other ports in that province, nothing is derivable suited for European consumption. But, as at New-chwang, pulse and bean cake offers in sufficient quantities, and serves as a profitable medium of barter for return cargoes to the Southern ports, were it not that, as again in the case of New-chwang, its exportation is prohibited by the rules attached to the Treaty. This prohibition, which has an undoubtedly injurious influence on British trade in this quarter, in a great measure originated in the desire of the Chinese Government to protect the junk trade against the overwhelming competition of foreign vessels, as well as to check the exportation of grain, arising out of over-prudential motives; for both these prohibited articles are produced greatly in excess of local consumption. But, practically, the exportation of these two articles is partially carried on in foreign vessels by the connivance of the authorities not only at Yentai, but by the official invitation and encouragement of the local Chinese authorities at the ports of Hwang-hien, Lai-yang-hien, Shyh, and Li-tao, all situated around the Shan-tung promontory. But these adventures are made at the serious risk of the cargoes so laden with the connivance of the local authorities, for they are refused permission to be landed at Canton or elsewhere in the south, according to the severity or indulgence of the Custom-house at each port. This matter, however, is under the serious consideration of Her Majesty's Minister in communication with the Prince of Kung.

An eligible site, as building-ground for the future British community, has been secured by Her Majesty's Consul at Yentai (upon the usual terms adopted at the new ports) on the rising ground at the back of the harbour, and the agents of some of the British mercantile houses in China had already arrived and established themselves at this port.

It remains only to add, that postal arrangements have been made at Yentai (Che-foo) for the transmission of British mails between that place and Tien-tsin during the winter months when the Peiho is frozen, an agreement having been entered into with a native contractor, who has engaged to carry out this service, on horseback, in ten days each way to or from Yentai upon the arrival of the mail, which is conveyed between Shanghae and Che-foo by a vessel of war of the allied squadrons alternately—for the future, in all probability, exclusively by British vessels, the French troops having evacuated Tien-tsin.

Formosa.

The Island of Formosa, called by the Chinese "Tai-wan," lies between 20° 58′ and 25° 15′ north latitude, and between 120° and 122° east longitude, and extends from south-by-west to north-by-east about 240 miles. In width it varies from 100 miles at 24° north latitude to 4 miles at its most southern point, but maintains a width of about 60 miles near its northern extremity. The surface is calculated at about 14,000 square miles, or about half the area of Ireland.

A mountain range called "Ta-shan," or the "Great Mountain," runs across Formosa from north to south, forming a barrier between the Chinese on the west and the independent and savage tribes inhabiting the eastern side. The highest point of this range is estimated by Humboldt at about 12,000 feet above the sea. The mountains have a steep declivity on both sides, but on the western side they terminate at a considerable distance from the sea, so as to leave a wide tract between them and the shore. On the eastern side, the mountains, gradually descending from their crest, cover nearly the whole space to the sea.

The Chinese inhabitants of the civilized side of Formosa, as opposed to the savage aborigines of the eastern side, are partly emigrants from the Province of Fuh-keen, situated opposite, on the mainland of China, a most industrious race of colonists, and proverbially well-disposed towards foreigners. Some are also descendants of those who lived in relationship with the Dutch when they possessed this part of the island, between the years 1624 and 1662. The rest of the population on this side is chiefly made up of aborigines who submitted to the Chinese rule in 1662 upon the expulsion of the Dutch, but who preserve their primitive customs. These are by far the most numerous.

The population of this, the Chinese side of Formosa, covering an area of about 8,000 square miles, is now calculated to contain 2,000,000 inhabitants. It should be observed, however, that the Chinese Government discourages emigration from the mainland to this island, as they are derived from the more unruly classes; and relieved, in a measure, from the immediate control and authority of the mandarins, they have, on more than one occasion, broken into rebellion. The Chinese Imperial Government, indeed, pretends to sway and government over the whole island, but its authority is actually restricted to the western side, from the sea to the base of the mountain range, and extending from Kelung in the north to Pongli in the south. Further south of the latter point are independent villages, and still further south are a tribe of aborigines, called by the Chinese "Callee" or "Jungle-men." These are governed by a Queen, who resides in the hills, and are altogether independent of the Imperial Government.

The savage tribes on the eastern side of Formosa are rarely in communication with the Chinese. In some districts a partial trade is carried on between them by bartering skins and cloths made from the bark of a tree for Chinese cotton, and cloths imported from the mainland. The hills among which they live are thickly wooded to the crest, and are full of the camphor-tree, even the boats of the natives being made of that wood. They subsist chiefly on sweet potatoes and deer's flesh. Towards strangers who, from shipwreck or other causes, may approach their coast, they have been found hostile and menacing, and to such as unfortunately fall into their hands, they are barbarous and cruel. The encroachment of the Chinese colonists from the West, however, is gradually driving these wild tribes towards the sea.

Foreign trade is, therefore, necessarily confined to the Chinese side of the island, and it is to that part exclusively to which my remarks on the trade and prospects of Formosa hereafter in this Report will refer.

The northern and western coasts of Formosa afford many advantages for trade. The channel which separates the island from the mainland of China does not exceed from 75 to 120 miles. Japan is only distant about 150 miles, between the nearest points, and the Philippines are nearer still. These are the advantages of Formosa in respect to position. The products of this fertile and rich island are as follows :—wheat, dyes, millet, hemp, maize, oil, rice, oil-cake, sugar, tobacco, camphor, pepper, sulphur, aloes, coal, dried fish, skins, rice-paper plant, timber, together with most of the East Indian fruit, as the pine apple, mangoes, guavas, areca nuts, cocoa-nuts, as also peaches, apricots, figs, grapes, pomegranates, chestnuts, melons, and oranges.

The imports are, cotton-cloths, both of British and of Chinese fabric, as also woollens, raw silk, tea, opium, iron, copper, tin, earthenware, shoes, umbrellas, gunpowder, clocks, watches, and most of the minor articles found in the shops of a Chinese city.

I now subjoin all the information it has been possible to collect respecting the trade in the principal staple products above enumerated and available for exportation principally to the ports along the sea-board of China.

Exports.—Wheat, millet, and maize. These cereals are exported in very considerable quantities to the Chinese maritime provinces, but especially to supply the wants of the thickly populated but sterile province of Fuh-keen. Five hundred large junks are said to be engaged in this trade.

Rice.—The climate and soil of Formosa is peculiarly propitious for the cultivation of this grain, so universally prized in China. The proportion sent annually to Peking as tribute greatly exceeds what is furnished by other rice-growing districts of similar extent. It is exported in large quantities to Fuh-keen and the adjoining provinces. From the port of Takow (Ape's Hill) alone, about 6,500 tons are stated to be exported annually in seasons of ordinary abundance.

Sugar.—The sugar-cane is extensively cultivated, and the sugar produced is of the same description as that manufactured in the district of Swatow. The cane is the same as that grown in the West Indies, and it is prepared chiefly by human labour. That exported from Formosa to India and the Indian Archipelago is in a crystallized state, and known as sugar-candy. Formosa supplies sugar to the whole of the maritime provinces of China north of the Yang-tze-kiang; and from the two ports of Takow (Ape's Hill) and Tam-suey 5,000 tons of sugar are stated to be so exported annually. At Tien-tsin alone, from sixty to eighty junks exclusively laden with sugar arrive each year from Formosa. The carrying-trade in this commodity, as in some others, will doubtless, ere long, be accomplished in British and other foreign shipping, to the exclusion of the uninsurable junks.

Camphor.—The *laurus camphoræ*, from which camphor is derived, is cut into small pieces, with its roots, and boiled, the sublimed gum being received into inverted straw cones; it is then packed in tubs and sprinkled with water to retard evaporation. In this state it is taken to Amoy or to Chin-chew, near that place, to be there repacked in chests lined with lead-leaf. The small port of Su-kong (camphor waters), between Ape's Hill and Tam-suey, is the place where camphor is chiefly shipped by the junks; but it would find its way in great part to Tam-suey if that port became the residence of foreign traders, as expected, and the place of resort of foreign vessels.

Sulphur.—The sulphur-mines of Formosa are situated about forty miles from the port of Ke-Jung, on the north coast of the island. The Chinese authorities have of late years prohibited the working of these mines. They are known, however, to be very productive.

Timber.—This is procurable in any quantities, and is traded in chiefly by native vessels, filling up the time between the seasons for more remunerative products. In the excellent harbour of Saw-o, on the north-east côast, it is produced and shipped with facility, the inhabitants in that district being of the tribe called by the Chinese "Siek-hwan," or domesticated savages, who are friendly to strangers. The hills in these districts are covered with the camphor tree.

Coal.—The coal-mines are found in the same district as the sulphur-grounds, namely, in the vicinity of Ke-lung harbour, situated in the middle of the bight between the north and north-east points of the island, in latitude 25° 10′ north, longitude 121° 48′ east. It is described as of a bituminous quality, and burns with a gassy flame. It is heavy, brilliant, and less disposed to coking than the coal imported from Liverpool. The Chinese Government have not hitherto encouraged the working of the mines or exportation of the coal even by their own native traders, although it is very abundant. Under present circumstances, however, of the opening of trade with this island by Treaty, it is to be hoped that this most valuable and indispensable product of Formosa may, through British enterprise, become largely available for the numerous British steamers which will shortly be employed by the mercantile houses in China, in trade with the new ports up the Yang-tze-kiang and on the coast north of that river. The facilities for working the coal appear very great. Timber is abundant in the immediate vicinity for tramroads. The length of iron rail required is about a mile, and the ascent 1 foot in 15, and a canal or creek navigable for flat-bottomed boats connects the road with the harbour.

Rice Paper.—The rice-paper plant grows wild in the valleys and ravines; the stalks are collected by the aborigines on the eastern coast, and bartered for cotton or sold to the Chinese on the eastern side. This is a commodity much prized all over China for the manufacture of artificial flowers, drawing paper, and many other fancy ornaments; the whole is exported to Chin-chew near Amoy, where they are slit into thin pieces, dyed, and sent to every province in China.

Skins.—The skins are those of the wild animals found in the eastern side of Formosa, which include tigers, leopards, and wolves, as also deer skins, and the skins and hides of cattle, sheep, and goats, common to both sides of the island.

Indigo.—This is what, in commerce, is termed black dye or black indigo. The plant grows in Formosa, and by a process having been converted into a paste is exported to Amoy and used as a dye all over China.

Salt Fish.—A small white fish peculiar to this island is salted and dried, and exported to the mainland chiefly from Tam-suey.

The remaining articles of exports are produced in inconsiderable quantities.

The imports being the same as are made use of in other ports of China, no special remarks are required concerning them. In respect to the precise quantities of each commodity annually introduced into Formosa, or exported from it, by native traders or by the illegal traffic of foreigners, previous to its recent opening to foreign trade, no specific Returns exist. It is, however, casually stated upon good authority tha in one year (1856) 45 vessels under different foreign flags arrived at the port of Tam-suey alone, and left laden with 10,000 tons weight of various products, principally sugar, rice, camphor, and oil cake; the greater number of these ships went there in ballast, but others were laden with the several foreign articles of import enumerated.

The British Vice-Consulate in Formosa was established at Tai-wan, the capital, situated in the south-western part of the island, in the spring of this year (1861). The harbour or roadstead is, however, represented by the Vice-Consul as ill adapted for trading purposes. The city is approached by a narrow channel, in some parts not forty yards broad, and at three-quarters of a mile off the water becomes too shallow even for boats. It has been, therefore, suggested that the harbour of Tam-suey or that of Takow (Ape's Hill) are both far better situated for commercial purposes than Tai-wan. The former of these, which is in the north-western corner of the island, nine days' journey by land from the capital of the island, and in easy communication with Foo-chow on the mainland, is referred to as follows by Mr. Vice-Consul Swinhoe:—"I have seen many British merchants zealously anxious to extend operations to Formosa shake their heads despondingly on hearing that Tai-wan-foo was the only port at present to be opened. All eyes are on Tam-suey, in the neighbourhood of which the profitable drug, camphor, is produced, and whence it is chiefly exported. Tam-suey is yearly becoming the resort of large numbers of ships for cargoes of rice and coal, and sooner or later it must force itself upon us as an important place of trade, where troubles arising among the shipping, or between foreigners and natives, will render it highly desirable that a Consular officer should be located for the maintenance of law and order."

The Vice-Consul adds:—"Takow (Apes' Hill), for similar reasons, will also lay claim to a Consular Officer, but the former (Tam-suey), from its propinquity to the great producing districts, and from its affording the more accommodating harbour, bids fair to be the better station of the two, and by far the most important port in Formosa."

The subject as to which port is best adapted as the place of permanent establishment of the Consulate, and for the settlement of British subjects who may be expected to resort to Formosa for trading purposes, is at present under the consideration of Her Majesty's Minister.

Swatow.

This port, now fairly opened to foreign trade by Treaty, is situated in 23° 19′ north latitude, 116° 40′ east longitude, at the mouth of the River Han, which disembogues into the sea in the northern part of the sea-coast of Kwang-tung Province. It is in the port of Chin-hai-heen, from which it is distant about two miles. The Han communicates by a branch stream with the Tong-leang river, which in its turn falls into the Pearl at Whampoa, and thus Swatow is in direct water-communication with Canton.

A considerable trade had sprung up at this port within the last five years, and from the numerous advantages it presented for the extension of foreign trade in that quarter, a hope had been expressed by some of the principal British houses established in this country at the period when the new Treaty was about to be negotiated in 1857 between Great Britain and China, that Swatow might be one of the new ports opened to trade.

The cities of Chow-chow-foo, Keih-yang-hien, Chow-yang-hien, Hai-yang-hien, Ta-poo-hien, and Chang-lin, all places more or less of considerable trade, are situated at short distances from this port. The anchorage is excellent, and at half a mile to the south-east of the town there is a depth of eight fathoms.

The staple export from Swatow, as it had long been known, is sugar, which was not only shipped in considerable quantities to Hong Kong, to Singapore, and to Shanghae, but some cargoes had even been sent to California, to the United States, and in one or two instances to Great Britain. But in numerous other articles of import and export the trade was becoming very considerable, although not hitherto brought by public channels into general notice.

Swatow was accordingly one of the nine new ports opened to trade by the Treaty of Tien-tsin of 1858, but the Treaty itself not having as yet, at the beginning of 1860, been ratified, the Consul appointed to Swatow was not directed to proceed to his post until the operations connected with the renewal of hostilities which intervened were exclusively confined to the North. The American Consulate had, however, already been established at this port, and British merchants and British ships frequented it without encountering any obstacles on the part of the local authorities. The British Consul therefore proceeded to his post, and his office was opened on the 6th July, 1860, while at that very period (such are the anomalies connected with war in China), Her Majesty's High Commissioner, accompanied by the British fleet and army, had arrived at Ta-lien-whan Bay to enforce redress for the bad faith of the Chinese Government.

Foreign trade was thus uninterruptedly continued at Swatow (as elsewhere at all the ports south of the Yang-tze-kiang) during the whole period of the renewed hostilities in 1860. The British Consulate at Swatow, as before stated, was opened early in July of that year; but the Chinese Custom-house, conducted by European employés, had been established from the beginning of the year, and the trading operations of the port for the first time actually recorded and published. The Returns for the first six months of that year are amply supplied from that source, and the remaining period, from July to 31st December, are furnished by Her Majesty's Consul. These united form the results presented in the following Tables, exhibiting the import and export trade in British vessels for the whole year, and which amply prove that the favourable anticipations expressed by the mercantile community in respect to the great trading resources and facilities of this port have been fully realized.

A RETURN of the Quantities and Value of Merchandize imported into the Port of Swatow in 130 British Vessels, of 50,672 tons, from the Countries and Places under-mentioned, during the period from the 24th January to the 31st December, 1860.

[1 picul is equal to 133 lbs.]

Denomination of Articles.	Quantities.		From what Countries and Places imported.	Estimated Value in Dollars.
Blankets	Pieces	100	Hong Kong and Singapore ..	150
Camlets	„	118	Ditto	20,062
Copper cash	Bags	125	Amoy	2,250
Cotton, raw	Piculs	45,576	Bengal, Bombay, Hong Kong, and Singapore	405,870
„ yarn	„	1,296	Ditto	38,976
„ „	Bales	11	Ditto	1,200
„ dyed ..	Pieces	1,510	Hong Kong and Singapore ..	3,405
„ cloths, various ..	Bales	134	Ditto	14,288
Drills, grey	Pieces	95	Ditto	468
Glass windows	Boxes	224	Ditto	924
Long cloths, grey	Pieces	3,536	Ditto	8,000
„ white	„	5,930	Ditto	14,329
Long ells	„	110	Ditto	1,590
Iron, nail-rod	Piculs	2,494	Ditto	10,656
Steel	„	100	Ditto	1,000
Opium	Chests	3,049	India, through Hong Kong ..	2,576,327
Spanish stripes	Pieces	31	Hong Kong	620
Aniseed, star	Piculs	6	Coast of China	66
Arsenic	„	18	Ditto	54
Bamboo, split	„	450	Ditto	900
Beans and peas	„	31,192	Shanghae and Ningpo ..	87,165
Bean-cake	„	177,303	Ditto	353,406
Betel-nut	„	502	Coast of China	1,760
Bicho de mar (B. and W.) ..	„	68	Hong Kong and Singapore ..	900
Birds'-nests	Cases	7	Ditto	710
Canes, Malacca	Pieces	2,400	Singapore	141
Chestnuts	Piculs	11	Coast of China	40
Cloves	„	2	Ditto	21
Cotton, Shanghae	„	1,107	Shanghae	17,105
„ twist	„	9	Hong Kong	150
Cutch	„	45	Coast of China	180
Dates	„	24	Ditto	144
Eggs, preserved	„	11	Ditto	70
Fish, dried..	„	1,265	Ditto	13,794
„ maws	„	2	Hong Kong and Singapore ..	40
Gambier	„	70	Coast of China	300
Hair, goats'	„	29	Ditto	150
Hemp	„	425	Ditto	6,902
Hides, buffalo	„	57	Singapore	394
„ rhinoceros	„	10	Ditto	2,046
Horns, buffalo	Baskets	4	Hong Kong and Singapore ..	8
Indigo	Piculs	3	Coast of China	111
„ seeds	„	39	Ditto	507
Isinglass	Cases	65	Hong Kong and Singapore ..	845
Lily-seeds, or lotus-nts. ..	Piculs	33	Coast of China	264
Margrove, black	„	4,156	Singapore	5,820
Medicines	„	187	Coast of China	3,690
Melon-seeds	„	5	Ditto	30
Nankeens	Pieces	300	Ningpo and Shanghae ..	8,898
Oyster-shell	Piculs	11	Coast of China	22
Pearl barley	„	44	Ditto	264
Pepper, black	„	360	Ditto	2,500
„ white	„	8	Ditto	112
Poudrette	„	2,149	Ditto	3,000
Rags	„	8	Ditto	24
Rattans	„	3,465	Singapore	13,924
Rice	„	38,467	Saigon	76,500
Saltpetre	„	538	Hong Kong and Amoy ..	6,756
Sea-weed	„	118	Coast of China	590
Senna	„	35	Ditto	420
Sharks' fins	„	43	Hong Kong and Singapore ..	1,306
Silk piece-goods	„	8	Shanghae	2,930
Tallow, animal	„	7	Coast of China	84
Tea	Small chests	176	Foo-chow-foo	1,760
Timber	Pieces	283	Singapore	2,000
Tin	Piculs	417	Hong Kong and Singapore ..	11,281

Denomination of Articles.	Quantities.		From what Countries and Places imported.	Estimated Value in Dollars.
Tobacco	Piculs	1	Coast of China	
Vegetables	,,	3	Ditto	27
Vermicelli	,,	608	Shanghae	5,580
White nuts	,,	6	Coast of China	50
Woods—				
Krunjee	Pieces	1,494	Singapore	7,920
Ebony	Piculs	1,030	Ditto	3,090
Sandal	,,	211	Ditto	1,682
Sapan	,,	572	Ditto	1,200
Wool	,,	1	Ditto	28
Miscellaneous—				
Oil	..	..	Coast of China	6,531
Shoes				
Mushrooms				
Preserves				
Lily-flowers				
Goats' hair				
Dates				
				3,756,309

At 4*s*. 9*d*., the average rate of exchange at 6 months' sight = 892,123*l*. 7*s*. 9*d*.

A RETURN of the Quantities and Value of Merchandize Exported from the Port of Swatow in 73 British Vessels of 30,076 tons, to the Countries and Places undermentioned, during the period from 24th January to 31st December, 1860.

[1 Picul is equal to 133 lbs.]

Denomination of Articles.	Quantities.		To what Countries and Places exported.	Estimated Value in Dollars.
Betel leaves	Piculs	28	Coast of China	85
,, nut	,,	6	Ditto	22
Brass ware	,,	2	Ditto	100
Capoor cutching	,,	138	Hong Kong	700
Chinese root	,,	167	Ditto	700
China-ware	,,	275	Hong Kong, Straits	2,000
Earthenware (coarse)	,,	5,899	Ditto	13,869
Fish, dried	,,	37	Coast of China	293
Fruits	,,	193	Ditto	2,316
,, oranges	Baskets	1,277	Shanghae, Straits, and Hong Kong	1,915
Grass cloth	Piculs	1,234	Ditto	73,655
Hemp thread	,,	9	Ditto	180
Hides, buffalo	,,	110	Ditto	660
,, ox	Rolls	124	Shanghae and Amoy	744
Iron, unmanufactured	Piculs	56	Coast of China	112
Joss-sticks	..	..	Ditto	31
Kittisols	Picul boxes	19	Singapore and Hong Kong	228
Medicines	Piculs	48	Coast of China	480
Melon seeds	,,	6	Ditto	35
Oyster shell	,,	33	Ditto	99
Paper	,,	75	Ditto	600
Peel, orange	,,	58	Ditto	30
Potato flour	,,	76	Ditto	228
Rattan ware	,,	31	Ditto	600
Seed, black, for dyeing	Baskets	594	Shanghae and Hong Kong	1,188
Shoes	Piculs	7	Coast of China	154
Sugar, brown	,,	34,234	Shanghae, Singapore, and Hong Kong	89,464
,, white	,,	52,202	Shanghae, Straits, and Hong Kong	309,018
,, candy	,,	4	Ditto	40
Tallow, animal	,,	20	Ditto	200
Tea, black	,,	109	Coast of China	1,595
Timber, poles	Pieces	40	Ditto	60
,, planks	,,	13	Ditto	6
Tobacco	Packages	2,931	Shanghae, Straits, and Hong Kong	21,983
,, leaf	Piculs	255	Ditto	3,825
Vegetables, dried	,,	396	Ditto	3,564
Miscellaneous:—				
Flour, salt provisions, vinegar, pipe-stems, cooking utensils, hemp, twine	..	..	All the above places	28,192
Total	..	..	..	558,971

At 4*s*. 9*d*., the average rate of exchange at 6 months' sight = 132,755*l*. 12*s*. 3*d*.

These Tables are inserted with the view of exhibiting, first, the species of articles imported into and exported from Swatow, as I am not aware that any detailed record has ever yet existed of the nature of the trade at this port; and, secondly, for the purpose of showing the proportion of that trade during the first year (1860) which fell to the share of British shipping.

Several British vessels, however, arrived at and cleared from Swatow during that year in ballast. The tonnage of those vessels is not included in the foregoing Tables, but is hereafter adjoined. The quantities of each article imported or exported are those exclusively laden in British ships, but a considerable amount was conveyed in American and other foreign ships. A portion of the trade is also conducted in native junks, but the nature of the cargoes of all were the same as those imported and exported in British ships.

A very fair approximation of the whole extent of the movement of foreign shipping, and import and export trade, of Swatow, under all flags during the year 1860 (and that a year when trade was more or less depressed, though certainly uninterrupted by the war), may be arrived at from Custom-house Returns, and other reliable sources, and stands as follows :—

The number and tonnage of all foreign merchant-vessels which arrived and departed with and without cargoes from 1st January to 31st December, 1860 :—

	Vessels.	Tons.
British	134	47,796
American	18	9,694
Sundry	68	20,834
Total	210	78,324

Taking the return of foreign shipping for the last six months of 1860, the proportion of vessels of each nation is as follows :—

British :—Steamers	39	76	Danish sailing vessels	1
Sailing vessels	37		Spanish „	1
American „		6	Hanoverian „	1
Hamburgh „		10	French „	1
Dutch „		4	Siamese „	2
Bremen „		4	Portuguese (lorchas)	2

Of the whole number of 135 British vessels which cleared from the port of Swatow during the year 1860, 59 vessels left with cargoes, and 78 without; and of the whole number and tonnage about one-half were steamers.

Again, of the whole number of British vessels which arrived at Swatow, one-half were from Hong Kong, and nearly the whole of the remaining half from Amoy and Shanghae. Four vessels came direct from Singapore and one from Saigon.

Of the same vessels five cleared for Singapore direct, and the remainder for Hong Kong, Shanghae, and Amoy.

The total value of the merchandize imported under all flags stands thus :—

	Dollars.
In British vessels	3,756,309
In American and all other foreign vessels	644,847
In Native craft	1,097,050
Treasure imported	28,800
Total	5,526,206

Or, at the exchange of 4*s.* 9*d.*, 1,312,473*l.* 18*s.* 6*d.* sterling.

The merchandize imported to the large value above stated in native craft was all foreign, and chiefly raw cotton from India and cotton manufactures of British fabric. And the exports were as follows :—

	Dollars.
In British vessels	588,971
In American and all other foreign ships	638,634
Total	1,197,605

Or, at the exchange of 4*s.* 9*d.*, 284,431*l.* 3*s.* 9*d.*

Thus the value of the imports exceeds that of the exports by 4,328,603 dollars, one half of which amount is remitted in specie to Hong Kong, the remainder being the counter value of export cargoes in native craft, of which there is no return.

Finally it remains to be remarked that the carrying trade in British vessels, it is fully expected, will be still further increased at this port to the exclusion of junks.

in proportion as the native trade extends between it and the new ports opened to foreign trade in the north.

Hainan.

This island, the ninth and last on the list of new stations opened to foreign trade by the Treaty of 1858, lies between 18° 10′ and 20° 24′ north latitude, and 108° 50′ and 111° east longitude. For governmental purposes it forms a department of the Province of Kwang-tung, opposite to the extreme south-western coast of which it is situated, divided by the Looichoo Straits, a channel only fifteen miles wide. It is the most southern of all the places now open to foreign trade in China, and is 2,434 miles distant from Peking. Having crossed the channel to the promontory opposite on the mainland, the distance by land to Canton is about 300 miles.

No Consular Officer has yet been appointed to this port, nor are there yet any British subjects residing there for the purposes of trade.

The following is a summary of all that is known to Europeans or Americans respecting this island.

Hainan is about 200 miles in length from south-west to north-east, and 100 miles broad. It covers an area of about 20,000 square miles. The interior of the island is occupied by an extensive mountain-mass, from which issue offsets which, towards the south-west and north-east, advance close to the sea; but a level and fertile tract in the centre intervenes from the south-east to the north-west shore of considerable width.

The population is estimated at 1,500,000; of these about 1,000,000 are the descendants of Chinese emigrants who have come here from the Province of Fuh-keen, during the last three or four centuries. The language spoken is the dialect of the Fuh-keen slightly varied. Such portion of the inhabitants as are not of Chinese origin are aborigines, residing chiefly in the mountainous parts of the island, and yielding but an imperfect submission to the Imperial Government.

The products of the island are rice (three crops being produced in the year), sugar, the areca or betel-nut, timber, cotton, indigo, cocoa-nuts, salt, tanned hides, sponges, cocoa-nut oil. The sugar-cane and sweet potatoes are extensively cultivated, as also many of the tropical fruits; but the chief wealth of the island consists in its forests, which produce rare woods, as sandal wood, ebony, braseletto, rose-wood, &c,

The imports are Chinese wares and fabrics, English cotton manufactures and woollens, opium, furs, &c., all received from the opposite port in Kwang-tung. They are interchanged with the products enumerated. There is also a good deal of trading intercourse with Siam.

The thirteen chief towns of the thirteen districts into which Hainan is divided, are situated at intervals all round the shores of the island: some of them are very populous. Kiung-chow-foo, the capital, is on the northern side opposite the main-land of China. This is the chief mart of trade, and is governed with great precision and order; it will most probably be the place of residence of the British Consul when appointed. The population is estimated at 200,000. Some of the streets are a mile and a-half long, flagged and kept clean, and covered with awnings of various colours in summer. In this city the markets are abundantly supplied with provisions, at extremely cheap rates. Some of the houses are two stories high at the river side, and the climate is not very hot, the island in general being exposed to sea-breezes coming over a large expanse of ocean. Fogs and heavy dews are frequent, maintaining a vigorous vegetation.

The inhabitants are represented as good-humoured and cheerful, and desirous of commercial intercourse with foreigners.

Whatever may be the extent to which British commercial interests in China may eventually be benefited by trade with this island, British shipping interests will, it is anticipated, undoubtedly derive, as at Swatow and Formosa, a notable increase of business in the carrying trade, to the gradual exclusion of the uninsurable native craft.

Concluding Remarks.

Since the foregoing Report was thus far closed, information of the most satisfactory description respecting the trade of two of the ports treated of has been received.

From Hankow, on the Yang-tze-kiang, Her Majesty's Consul writes that foreign trade had extended to a point exceeding the most sanguine expectations.

The town of Hwang-chow, distant about 45 miles from Hankow, and lately in the hands of the rebels, had been re-taken by the Imperialists; and this circumstance had restored confidence to the native merchants. Hankow was becoming re-tenanted, and the value of the trade, of all nations, since the opening of the port to the 30th of September last, was estimated to amount to 6,000,000 taels, or about 2,000,000*l.* sterling. At the same date, only one-eighth of the imports on British account remained unsold.

Twenty-six British vessels, of 9,480 tons, besides eighty-five British-owned junks, had cleared from Hankow.

From Tien-tsin I learn, upon the authority of the Chinese Custom-house, that the duties paid at that port upon foreign imports and exports up to the close of this season, *i.e.*, to the 15th December, amounted to 100,000 taels, exclusive of duties paid elsewhere on merchandize landed at Tien-tsin, but bringing exemption certificates. The whole amount of duties, if paid at Tien-tsin, would have been 300,000 taels, or, at the average rate of 3 taels per 1*l.* sterling, equal to 100,000*l.*, which, as the Tariff is based on the rate of 5 per cent., would give 2,000,000*l.* as the value of the merchandize imported and exported in foreign bottoms since the opening of the port.

(Signed) EDWARD ST. JOHN NEALE.

Annex.

Proclamation issued by the Prefect of Chin-kiang on the Opening of that Port to British Trade, dated Hien-fung, 11*th year,* 1*st month* (*February* 20, 1861).

(Translation.)

A Proclamation issued, inviting commerce.

WHEREAS, I having received the commands of the Acting Imperial Commissioner Sieh, the Superintendent of International Trade at the ports, who, in carrying out the Imperial will, appointed me to repair to Chin-kiang to direct the trade with foreign nations; on the 24th February I arrived here (at Chin-kiang), and took upon myself the direction of international business, and I have duly arranged and maturely deliberated upon the regulations of the Customs of this river, and the levying of duties for filling the National Treasury.

Now, moreover, as I find Silver Island is a very important place for trading-vessels coming in and out, I have therefore already established a Custom-house there to receive duties.

I find on the north of the river that Hwai-san-foo, Yang-chow-foo, Tung-chow, and Hai-mun, are in every respect excellent places, and that their consumption of foreign goods is very great.

Since Soo-chow and Chung-chow have fallen (into the hands of the insurgents), it has been absolutely necessary for our merchants to navigate the sea, and go to Shanghae to buy goods. The expenses of transit have become increased, and the profits lessened. As foreign trading-vessels are constantly arriving in succession to Chin-kiang, you merchants from this time should come hither to get your goods, and by that means bring about a true way of becoming rich.

Now that merchants are coming for the first time, and thinking all our traders do not know of it, it is therefore proper to issue a clear Proclamation.

By looking at this Proclamation, you merchants and shopkeepers, as one body make yourselves thoroughly acquainted with its contents; and from henceforth, in purchasing all kinds of foreign goods, it is necessary to come to Chin-kiang to buy them, and by this means you can conveniently transport them, and save land and water-carriage.

Be careful not to regard this heedlessly.

Really, really, a Special Proclamation.

Netherlands.

Report by Mr. Ward, Her Majesty's Secretary of Legation.

January 8, 1862.

Indirect Taxation and other Sources of Revenue in the Netherlands.

Indirect Taxes.

THIS designation is peculiarly applied in the Netherland system to stamp duties, duties on registration of deeds, and those on transmission of property by inheritance and succession.

Stamped paper is charged partly according to the size of the paper, and partly according to the value of the subject matter of the instrument.

Provision is made for affixing stamps to documents written on parchment or other paper than that issued by Government. All public officers are expressly prohibited from signing papers requiring stamps until the stamps are properly affixed. Documents cannot be produced in evidence in Courts of Justice without being duly stamped. But the stamp may be attached upon payment of a fine.

Advertisements in newspapers are subject to a stamp duty. For the purpose of assessing this duty copies of the paper are furnished to the Stamp Office, and the accounts are settled monthly.

Newspapers also, Netherland as well as foreign, are subject to stamp duty in proportion to the size of the paper on which they are printed. The duty on the latter is higher in proportion than that on the former. A copy of the "Times" pays to the Netherland Government a tax considerably exceeding the prime cost of each number. Other printed papers are also subject to duty.

	Florins	c.
The total receipts on account of stamps in the year 1859 was	1,413,228	25
38 per cent. additional	537,026	71
	1,950,254	96

Equal to 163,870*l.*

This source of income, as well as the other so-called indirect taxes, is not available for the purposes of the Provincial or Communal revenue.

Registration.

Certain instruments require to be registered in order to give them validity. They are classed in the first instance under the heads of—Notarial and Administrative Acts, Agreements, Judicial Acts and Processes. The duties paid on registration are of two classes, fixed and *ad valorem*. Of the former there are eleven rates, according to the following Table :—

Fl.	c.		Fl.	c.		Fl.	c.	
0	20	 1	4	0	 3	20	0	 1
0	80	 68	5	0	 1	50	0	 2
1	60	 8	8	0	 1	100	0	 1
2	40	 12	12	0	 7			

The cyphers annexed show the number of the different kinds of instruments able to the several rates. The highest rate, 100 florins, is payable on the grant of titles of nobility. Under the second class, there are 118 different kinds of instruments enumerated, paying at rates varying from 1·10 per cent. to 5 per cent., more than half the amount received being contributed on registration of sales of real property, at 4 per cent. on the amount. These two classes paid in 1859—

	Florins	c.
Fixed	221,215	67·5
Ad valorem	4,152,047	82
	4,373,263	49
Per-centages	1,625,257	0
	5,998,520	0

Equal to about 504,000*l.*

Duty on Inheritances and Successions.

This is divided into two classes—

1. “Regt van Successie:” which is defined to be a tax levied on the value of everything inherited or acquired out of the assets of a person domiciled in the country on his decease.

2. “Regt van Overgang bij overlijden” (duty on transfer by decease): being a tax, first, on the value of stock and shares transferred on the decease of a person domiciled in the country; second, of all real property within the Netherland dominions in Europe inherited or acquired in possession or usufruct, on the decease of a person not being domiciled in those dominions.

The rates of tax for the former class are—

1. Between husband and wife, 4 per cent.
2. Between brothers and sisters, 4 per cent.
3. Between nephews and nieces, uncles and aunts, 6 per cent.

Nos. 2 and 3 are chargeable with a duty of 10 per cent. on whatever is devised to them over and above what they are entitled to by the law of inheritance.

All heirs and devisees not within the above mentioned degrees of relationship pay also 10 per cent.

In the second class, first division, the duty is 1 per cent. over and above the amount of the succession duty; second division, lineal descendants, husband and wife, children born of the same parents, and their descendants, pay 1 per cent. as above.

All other heirs or devisees pay 5 per cent. on the value of such property over and above the succession duty.

All these duties are subject to an augmentation of 38 per cent.

The following exemptions from the succession duty are allowed:—

On inheritances and devises in favour of descendants or ascendants in the direct line; of surviving husband or wife when children born of the marriage or their descendants survive;

On all inheritances and devises under 300 florins;

On all life-interests where the heir or devisee dies within six months after acquiring his interest.

Those who come under the first two clauses of these exemptions are also exempt from the transfer duty (“regt van overgang bij overlijden”).

The value of property transmitted by devise or inheritance in 1859 was:—

	Florins.		Florins.
Real property	13,351,003	Goods and materials	490,185
Interest of money	189,037	Horses and other animals	256,320
Debts	7,943,301	Other chattels	2,259,654
Shares	709,490	Cash	2,133,394
Funds (Netherland)	11,703,573		
„ (Foreign)	6,765,402	Total Assets (actif)	46,016,340
Ships	214,981	Liabilities (passif)	3,464,976

The duty received at the rates above mentioned was 2,922,278 florins 62 cents, amounting, together with the per-centages, to 4,031,423 florins, or 338,775*l.*

Excise.

Before the year 1859, the excise on various articles of consumption was a very complicated tax, per-centages at different rates being levied on the principal sums; but a law passed in that year has established fixed rates on each article enumerated, abolishing with respect to them all per-centages and stamp-duties.

The following articles are chargeable with excise:—

Sugar (raw), 22 florins per 100 kilogrammes, equal to 18*s.* 9*d.* per cwt.; wine, 20 florins per vat, or 1*s.* 6¼*d.* per gallon; spirits (native), 22 florins per vat, about 1*s.* 8*d.* per gallon; spirits (foreign), 35 florins per vat, or 2*s.* 8*d.* per gallon; foreign liqueurs, 52 florins per vat, or 3*s.* 11½*d.* per gallon; salt, 9 florins per 100 kilogrammes, about 7*s.* 6*d.* per cwt.; soap, 10 florins per 100 kilogrammes, or 8*s.* 6*d.* per cwt.; beer and vinegar, 1 florin per vat, or less than 1*d.* per gallon; butchers' meat, 10 cents per florin of the value of the animals.

The excise of turf and coal was not provided for in the Law of 1859, as it was contemplated to introduce a measure for the entire abolition of these taxes. This intention has not, however, been yet carried into effect.

Pursuant to the provisions of the laws respecting turf, an account is opened by the Board of Excise with each person obtaining permission to work a turbary, charging him with the quantity of turf actually dug out by him. This account is balanced in the following manner: First, by assessing the duty on the quantity destined for consumption; next, by setting off the quantity found by survey at the beginning of each year still in the turbaries, which is charged to the debit of the new year; and, lastly, by setting off the deductions allowed on turf for the use of certain manufactories and industrial establishments. A set-off is also allowed for losses by extraordinary accidents, as well as for the quantity of turf found, on survey, to be unfit for fuel, which is then destroyed. No repayment or drawback is allowed on exportation, but at certain Custom-houses a premium is granted equal to the amount of excise on the quantity exported; this, however, rarely takes place. The law makes a distinction between regular and irregular turbaries, the latter designation being applied to an inferior sort of turf, which is only found in certain districts in small quantities.

Turf from regular turbaries is distinguished into two kinds: 1st, turf from the low turbaries; 2nd, from the high turbaries.

Low turbaries are all such, the lower surface of which is beneath the ordinary or average summer level, and the water from which cannot be drained off into the neighbouring rivers and canals, when kept at ordinary summer level: high turbaries, those whereof the under surface is on a level with, or above, the ordinary or average summer level, and the water whereof may be drained into the neighbouring rivers and canals when kept at ordinary summer level.

Each of these kinds of turf is divided into three classes, paying severally a different rate of duty. The turf from the irregular turbaries is reckoned as only of one kind, divided also into three classes, and liable to the same duty as the second kind of turf from the regular turbaries.

The rates of duty are—for the first kind, first class, 10 cents per ton; second, 6 cents; and third, 4 cents: for the second kind, first class, 6 cents; second, 4 cents; third, 2 cents. These rates are further subject to per-centages and stamp duty.

Coal for general use, and coke, is subject to the following rates of excise:—

	Fl.	c.
Large coals, charged by weight ("schaalkolen") per 100 kilos	5	0
38 per cent. additional	1	90
	6	90
10 per cent. stamp	0	69
	7	59

Or, about 13*s.* a ton.

	cents.
Small or mixed coal ("maatkolen"), charged by measure, per hectolitre	30
38 per cent. additional	11·4
	41·4
10 per cent. stamp	4·14
	45·54

The hectolitre of English coal being calculated at 75 kilos., the tax per ton is about 10*s.* 5*d.*

	cents.
Coke pays, per hectolitre	20
38 per cent. additional	7·6
	27·6
10 per cent. stamp	2·76
	30·36

The hectolitre of coke being calculated at 40 kilos., the excise per ton will be about 13*s.*

The tax levied by the communes varies in each place. In the Hague the rates are equal to the Government rates without the per-centages, which are, as appears from the preceding accounts, a little more than 50 per cent. additional. Even the dust of coke when sifted does not escape being taxed; for when the contractor for the supply of gas in the Hague was in the habit of selling this dust to the poor, at a price which just paid the labour of sifting it, the coal merchants appealed to the Government, and consequently a duty was imposed on it of 28·84 cents per hectolitre for the Government, and 20 cents for the town.

The coal merchant at the Hague charges to his customers 36 florins for 16 hectolitres of coal, or about 2*l.* 11*s.* 3*d.* per ton, of which 1*l.* 1*s.* 8*d.* represents the duty. The expenses amount from about 11*s.* 4*d.* to 17*s.* 4*d.* per ton, being for freight, 8*s.* to 14*s.*; commission, insurance, &c., 5½*d.*; conveyance by canal to the Hague, storage, &c., 2*s.* 10*d.* per ton.

A remission of nineteen-twentieths of the duties on turf and coal is granted in favour of certain industrial establishments specially enumerated in the Law, including all in which steam is used as a motive power, or for heating.

NUMBER of Tons of Turf of the different kinds and classes dug in 1859.

Regular Turbaries.						Total of Regular Turbaries.	Irregular Turbaries.				General Total.
First kind.			Second kind.								
1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.		1st Class.	2nd Class.	3rd Class.	Total.	
6,681,624	5,543	508,816	1,963,704	...	23,598,185	32,757,872	502,590	561,296	2,093,131	3,157,017	35,914,889

NUMBER of Tons of Turf partially exempt from Excise, being delivered for the use of Industrial Establishments in 1859.

Regular Turbaries.						Total from Regular Turbaries.	Irregular Turbaries.				General Total.
First kind.			Second kind.								
1st Class.	2nd Class.	3rd Class.	1st Class.	2nd Class.	3rd Class.		1st Class.	2nd Class.	3rd Class.	Total.	
97,908	...	1,130	14,178	...	10,861,078	10,974,294	140,347	107,937	456,996	705,280	11,679,574

Delivery of coals for the use of industrial establishments in 1859:—

"Schaalkolen"	8,959,168 kilos.
"Maatkolen"	5,700,175 hectolitres.
Coke and cinders	694,382 "

The Customs' Returns for 1859 show the whole quantity of coals entered for comsumption to have been:—

"Schaalkolen"	27,736,347 kilos.
"Maatkolen"	9,288,673 hectolitres.
Coke and cinders	108,139 "

The Table annexed shows the amount of Excise paid in 1859 in the several provinces on behalf of the general Treasury:—

	North Brabant.	Gelderland.	South Holland.	North Holland.	Zeeland.	Utrecht.	Friesland.	Overijssel.	Groningen.	Drenthe.	Limburg.	Excise.	Per-centages.
	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.	Florins c.
Sugar	449 68·5	0 40·5	194,307 53	982,021 7	235 49	...	...	...	4,114 93	...	...	1,181,129 12	566,941 97
Wine	58,512 10	68,703 96	265,927 77	170,286 73	12,361 45	24,575 62	19,129 68	50,739 80	12,712 78	6,594 91	45,094 65	734,639 46	396,705 30
Spirits, native	244,533 84	283,260 79	890,850 66	587,118 84	103,517 69	122,202 9	222,029 79	212,434 88	311,387 61	66,420 29	109,262 97	3,153,019 48	1,891,811 68
,, foreign	5,463 21	10,667 81	66,406 97	53,976 64	2,394 47	2,255 66	2,707 23	6,515 54	5,178 44	427 94	2,891 49	158,885 44	95,331 27
Butchers' meat	80,027 70	111,891 15	279,817 13	233,556 37	46,699 44	65,785 9	93,740 25	60,910 17	70,802 59	20,684 97	51,947 91	1,115,862 79	424,027 85
Salt	250,620 4	117,906 88	460,740 68	219,856 69	81,435 1	57,471 48	201,274 40	135,025 24	35,266 14	20,350 50	76,970 88	1,656,917 97	629,628 83
Soap	69,902 79	49,735 89	270,405 17	171,537 38	16,807 10	107,234 27	78,426 71	40,248 3	40,989 68	7,799 12	35,486 18	888,572 33	337,657 49
Beer and vinegar	92,256 27	25,474 82	64,223 41	45,201 72	13,177 61	14,522 35	2,586 99	12,066 89	9,802 68	2,224 25	87,187 36	368,724 37	140,115 25
Coals	82,780 78	121,661 4	353,491 76	81,701 56	60,006 4	30,385 35	3,346 97	6,130 50	3,138 39	113 34	48,346 76	791,102 51	300,618 95
Turf	21,745 20	12,513 3	79,662 93	92,968 36	3,692 49	164,765 36	248,409 14	230,950 49	88,198 2	134,413 39	21,128 94	1,101,449 37	308,405 82
10 per cent. stamp on receipts	90,582 48	80,170 85	292,579 83	263,828 32	34,031 81	58,925 13	87,149 13	75,509 61	58,157 19	25,900 65	48,121 67	1,114,956 70	509,091 38
Permits	2,793 67	2,810 91	34,282 24	9,574 29	1,307 17	1,075 25	2,643 6	2,235 76	3,684 65	651 47	1,567 30	62,655 79	37,593 46
	999,667 78	884,797 57	3,252,696 11	2,911,627 99	375,695 79	649,197 56	961,443 38	832,768 93	643,433 12	285,580 87	531,006 12	12,327,915 34	
Per-centages	448,940 0	418,686 70	1,534,636 81	1,391,436 92	170,484 62	263,251 70	396,357 61	353,455 82	314,912 27	112,216 54	234,550 20	...	5,637,929 29

Total receipts, 17,965,844 florins 63 cents, equal to 1,510,000*l*.

Drawbacks are allowed to sugar-refiners at the following rates:—For candy, 30 florins 12 cents per 100 kilos, equivalent to 36*s.* 2*d.* per cwt.; for lump and loaf sugar, 26 florins 86 cents, or 23*s.* per cwt.; and for bastards and all other kinds than those above mentioned, 22 florins per 100 kilos, or 18*s.* 9*d.* per cwt.

Up to the year 1855 the Excise included another article, that of multure, which in the last years of its existence was the most productive of all, yielding, together with the per-centages and stamps, upwards of 4,000,000 florins. It was abolished in that year as a branch of the general revenue, but a tax on grinding corn still continues to be levied in some communes, according to the general powers conferred upon them by law, for taxing articles of consumption as a branch of their ordinary revenue. Certain articles are exempted from the application of these powers, among which soap, salt, potatoes, pork and mutton, are enumerated in the Communal Law. On other articles the tax is limited, as on wine, to 12 florins a vat; on spirits and liqueurs to 13 florins 50 cents per vat, and on beer and vinegar to 70 cents. Wine and spirits may, however, be taxed further 50 per cent. on these rates, when the per-centage allowed by the Communal Law has been raised to its maximum, without providing sufficient to meet the expenditure; but these cases must be provided for by a special law. These taxes are raised partly by taking a per-centage upon the Government Excise, and partly by a special assessment on the different articles.

With respect to this branch of income, the information furnished by the Provincial Reports is not drawn up on an uniform plan, and, indeed, from the details given in that of North Brabant, it would appear that the local taxation on this head is subject to considerable deduction by repayments on exportation of taxable articles to other districts. The aggregate sum stated, therefore, in this province at least, does not represent the actual available income of the communes from this source.

The following statement shows the sums paid in North Brabant in the year 1859. It is obvious that it is only in towns that it is practicable to levy these taxes.

	Per-centage on Government Excise.		Independent Taxation.		Repayments.	
	Florins.	c.	Florins.	c.	Florins.	c.
Bergen-op-Zoom ..	8,160	05·5	10,184	14·5	3,757	80·5
Breda	23,743	16	33,194	44	9,400	75·5
Dinteloord ..	121	40	..	..		
Eindhoven ..	..	..	1,030	73·5		
Geertruidenberg ..	2,178	43	1,045	97	549	65·5
Geldrop ..	100	62·5	..	..		
Grave	9,342	19·5	3,607	66	4,460	92
Helmond .	3,106	98·5	4,288	93 5		
Hertogenborch ..	48,080	67	31,171	43	33,581	79
Heusden ..	..	..	1,864	87	861	02
Oirschot ..	..	..	129	75		
Willemstad ..	810	11	956	48	167	57

The articles from which this amount was raised varied in the different towns, but the following is an enumeration of all those that were taxed:—Spirits, wine, butchers' meat, beer and vinegar, fish, butter, flour, hay, straw, oats, coals, turf, firewood, charcoal, and building materials.

In the Provincial Report for Gelderland, no details are given as to the amount raised in the several towns, nor of the articles taxed. The whole sum raised throughout the Province on articles taxed by the Government was 314,405 florins 79·5 cents, on others 89,256 florins 33·5 cents.

In South Holland the amount of the revenue raised on account of the communes by taxes on articles of consumption taxed for Government purposes was 1,225,557 florins 58·5 cents; and on such articles as are not taxed by the Government, 628,901 florins 14½ cents, of which 507,386 florins 32 cents was the produce of the multure tax, the other articles being butter, cheese, and firewood.

In North Holland the proceeds of the Excise in the communes was estimated at 1,904,580 florins 42·5 cents, arising from per-centages on Government Excise, viz.:—Butchers' meat 61,111 florins 52 cents; spirits 544,407 florins 44 cents; and from independent taxation, multure 68,259 florins 73·5 cents; butchers' meat 232,461 florins 44·5 cents; spirits 23,973 florins 37·5 cents; wine 138,659 florins 20·5 cents; turf 265,381 florins 10·5 cents; coals 570,326 florins 60 cents. Besides hese, the following articles were taxed:—Butter in Amsterdam, Hoorn, and ledemblik, producing by estimate 228,640 florins; firewood in Amsterdam, Edam, Iaarlem, Hoorn, Medemblik, Mennikendam, and Urk 74,082 florins; besides some ther trifling taxes.

In Zeeland, the contribution on articles of consumption levied for the communes mounted in the aggregate to 322,231 florins 36·5 cents; no enumeration of the rticles taxed being returned in the Provincial Report.

The Report for the Province of Utrecht is equally concise, summing up the ommunal income under this head as 247,211 florins 65·6 cents, derived from per-entages upon the Government Excise.

In Friesland the receipts were estimated at 452,345 florins 47·5 cents, arising rom per-centages on Excise, as well as from independent taxation of articles subject o Excise, and 7,971 florins 25 cents from articles not taxed on Government account, eing buckwheat, fish, butter, cheese, firewood, and forage. The tax on dogs, owever, is included in this amount.

In Overijssel the communal taxation was 160,353 florins 93 cents; and in Groningen, 176,561 florins 31 cents, being 150,500 florins 79 cents on spirits, 5,041 florins 22·5 cents on wine, and 1,019 florins 29·5 cents on butchers' meat.

In Drenthe, on spirits, 68,807 florins 20 cents; on wine, 3,022 florins 87 cents; n butchers' meat, 4,377 florins 36·5 cents (total, 79,167 florins 33·5 cents).

In Limburg, on articles subject to excise, 74,563 florins; and on other articles f consumption, namely, flour and meal, butter, cheese, fish, game, poultry, building naterials, and forage, 83,231 florins.

Customs.

The revenue derived from Customs duties in 1859 amounted, together with the er-centages and the stamped paper employed in the necessary formalities connected ith them, to 3,378,818 florins 81·5 cents.

The Tariff of import duties is moderate. Raw materials are free, and few of ne *ad valorem* duties on other articles exceed 6 per cent. Among those exceeding is rate are carpets, preserved fruits, and staves, paying 10 per cent. *ad valorem*, nd furniture 8 per cent.

Manufactures of silk contribute 9·98 per cent. of the whole amount of Customs; otton goods, 13·82 per cent.; woollens, 14·87 per cent.; and linens, 99 per cent., eing little short of four-tenths of the entire receipts. It must be borne in mind, owever, that the Excise on raw sugar, wine, foreign spirits, and coals, is to all ntents and purposes an import duty, and must therefore be taken into consideration n comparing the proceeds of this branch of the revenue with those in other ountries.

Taking from the Customs Returns in Great Britain for 1860 the articles ontributing more 100,000*l.*, and comparing them with the like articles imported nto Holland, we find for the amount of duty in round numbers,—

	Great Britain.	Holland.		Great Britain.	Holland.
	£	£		£	£
Spirits	2,500,000	21,000	Wood and timber ..	620,000	12,000
Sugar	6,000,000	150,000	Currants and raisins ..	520,000	7,000
Tea	5,400,000	25,000	Pepper	108,000	4,500*
Tobacco	5,600,000	10,000	Silk goods	225,573	27,000
Wine	1,600,000	100,000	Butter	108,000	2,000
Coffee	440,000	Free.			

n fact the whole amount of duties on imports into the Netherlands, including those rticles which are taxed under the head of excise, does not exceed 750,000*l.* sterling.

The other branches of the public revenue of the Netherlands may be considered nder the following heads: income from property belonging to the State; from ublic works executed, and public services performed by the Government, and paid or by the public on making use of them; from the lottery; and from miscellaneous ources. Under the first head comes—

	Florins	c.
Income from the public domains	544,600	71·5
Ditto ditto mines	1,730	16
Annuity due from Belgium by Treaty	400,000	00
Scheldt dues paid by Belgium	741,132	36
Income from Colonial Possessions in the East	13,600,000	00
Total	15,287,463	23·5

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* All sorts of spices, including pepper.

The sum here mentioned as derived from the East Indian Possessions does not represent their whole surplus income for the year, but only that portion appropriated for the purposes of the ordinary expenditure. The finances of the Colonies are not brought under the control of the National Legislature, but are administered by the Royal prerogative, and the balance paid over to the General Treasury. The National Exchequer is thus relieved from the charge of the Colonies in the West Indies and on the Coast of Africa, in addition to the benefit of the payments as above mentioned. Under the second head appears—

	Florins	c.
Revenue from the Post Office, amounting to	1,853,085	32·5
Telegraph	293,097	23
Tolls on bridges, roads, and canals	674,918	72·5
Dues for coast lights and buoys	289,424	59·5
Total	3,110,525	87·5

The lottery produced, in 1859, 401,542 florins, and miscellaneous 1,464,635 florins 45 cents; to these may be added (they are returned separately in the public accounts) duty on plate, 233,247 florins 74 cents; and shooting and fishing licenses, 106,470 florins 50 cents.—

The total income of the Netherlands raised for ordinary State purposes in 1859, amounting to about 74,000,000 florins, was contributed in the following proportions, viz.:—

	Florins.			
Direct taxes	20,429,619	or	27·4 per cent.	(1,716,000*l.*)
Stamps	11,980,191	or	16·2 „	(about 1,000,000*l.*)
Articles of consumption	21,344,810	or	28·6 „	(1,800,000*l.*)
Public property	15,287,463	or	20·6 „	(1,284,660*l.*)
Public works and services	3,110,525	or	4·2 „	(261,380*l.*)
Other sources	2,205,895	or	3·0 „	(185,360*l.*)

In the revenue of Great Britain the proportions are:—

Taxes on articles of consumption, *i. e.*, Customs and Excise	64·3 per cent.
Land and assessed taxes	4·8 „
Stamps, &c.	12·2 „
Property and income tax	10·2 „
Post Office	4·9 „
Crown lands	0·4 „
Other sources	3·2 „

(Signed) WILLIAM R. WARD.

ABSTRACT OF REPORTS

OF THE

TRADE, &c., OF VARIOUS COUNTRIES AND PLACES,

FOR THE YEARS 1859, 1860:

RECEIVED BY THE

BOARD OF TRADE (THROUGH THE FOREIGN OFFICE),

FROM

HER MAJESTY'S CONSULS.

No. 11.

Presented by Command of Her Majesty to both Houses of Parliament,
1862.

LONDON:
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1862.

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Board of Trade, Whitehall,

1861.

Abstract of Reports of the Trade of various Countries and Places for the Years 1859, 1860.

AFRICA (WEST COAST).

LAGOS.

Report by Mr. Brand, British Consul at Lagos, on the Trade of that district for the year 1859.

My predecessor in his report for the year 1858, dated April 1st, 1859, stated that the revival of the traffic in slaves at Whydah had and would continue to have for some time to come a most injurious effect on the large and increasing legitimate commerce which was rapidly supplanting the Slave Trade; and he indicated that the deficiency in the export of palm oil from the whole Bight of Benin would, in the year 1859, amount to at least 10,000 tuns.

The influence of slave traffic alluded to has certainly been felt; it has tended to withdraw the people from the making of palm oil, by the hope of being able to engage in a trade which, from long habit, has become more congenial than peaceful industry. This has led to idleness, which in turn has given rise to a series of internal dirturbances that have had an injurious influence on the export trade of this district. I am happy, however, to say, that the deficiency in the export of our staple article will not amount to one-half of that anticipated by my predecessor.

The greatest falling off has been here and at the port of Palma, and this has been caused almost entirely by the stoppage of the transit of palm oil through the territories of the king of Jaboo; at Palma, from this cause alone, the trade has been almost annihilated.

Benin River.—Taking the range of this Consular district as extending from Cape St. Paul's to Cape Formoza, and beginning at the latter, which is its eastern extremity, we have no trading establishment whatever between that cape and the Benin river; in this river, about five miles within the bar, there are agencies of the following houses:—Horsfall and Sons, Harrison and Co., and R. C. Henry and Co., all of Liverpool. The export of that river is almost exclusively palm oil, with a very small portion of ivory, so small that it has not hitherto appeared in commercial reports. The oil trade of this river not being dependent upon supplies which come through the Jaboo country, has not been in any degree affected by the obstacles to its transit. It has exceeded rather than fallen under the average of previous years. I have no return for 1858, but that 1857 gives 2,650 tuns as the export from that river; this year the quantity exported amounts to 3,019 tuns, being an increase over the year 1857, of 369 tuns. Of the export of the past year, 2,359 tuns went to England, and 660 tuns to Hamburgh.

Palma.—Between the Benin river and Kosoko's shipping port, Palma, there is an extended swampy coast, where no factories have been established, with the exception of a place nine miles east of Palma, not marked on any chart, where a Frenchman, named Lamaignère, has an insignificant establishment. He has named the place Port Arthur; it is on the Jaboo coast, and from it, during the past year, possibly thirty tuns at the outside may have been exported. The port of Palma is thirty-one miles east of Lagos; it is the shipping port of Kosoko, who resides at Epé, upon the Great Lagoon, about twenty miles inland.

At Palma, between which and Epé there is a water communication by a narrow creek, are the following commercial agencies:—Oswald and Co., of Hamburgh; Régis, of Marseilles; Faustino, Herphino and Co., Brazilians. All the palm oil exported here comes through the Jaboo territory, and hence the effect of the stoppage of transit has been more felt than at any other place; in fact, the trade during the past year may be said to have been annihilated. I have no return of Palma for 1858, but that of 1857 gives 3,250 tuns; during 1859, including the small export of Port Arthur, the whole quantity shipped has not exceeded 500 tuns. This is the greatest falling off within the Bight, and it is to be attributed entirely to the cause above stated.

Lagos.—There is no trading establishment between Palma and Lagos, which is situated on an island of the same name, about two and a half miles inside the bar of the river. The palm oil trade here has also suffered through the measures adopted by the king of Jaboo; but as Lagos is not entirely dependent on the supply which comes through the Jaboo territory, but receives considerable quantities by way of Abbeokuta, and also along the Lagoon from Badagry and Porto Novo, the effect of the stoppage of the transit has not been, as at Palma, an annihilation of the trade, but only a diminution of the export, compared with that of 1858, of 632 tuns.

The exports from the port of Lagos during the year 1859 may be stated as follows :—

	Value.
Palm Oil, 9,650 casks, or 3,980 tuns ..	£179,100
Shea Butter, 231 casks, or 169,253 lbs. ..	3,020
Ivory paying duty, 1,434 tusks, or 31,636 lbs.	6,327
Cotton, 1,767 bales, or 198,305 lbs.	4,957
	£193,404
Ivory shipped without paying duty, 10,000 lbs. =	2,000
Country Cloths as in previous Returns, 50,000	25,000
Total Value of Exports from Lagos ..	£223,404

The decrease in the article palm oil has already been noticed; and in the return I should mention, that there is included a small portion of a new article called nut oil, made from the kernel of the palm nut. It appears to be referred to in Mr. C. Heddle's letter to Dr. Baikie, May 8, 1857, printed in the Abstract of Reports of the Trade, &c. of various Countries and Places for the years 1855–56–57, No. 6.

I have no previous return of shea butter; it is only alluded to in my predecessor's report for 1858 as an article likely to form a respectable item of value in future returns.

In the report of 1858 the return of ivory paying duty was put down at 5,776 lbs., and it is added, that the greater part of that article was smuggled on board to avoid payment of duty. This system still prevails, and I have added about one-third of the quantity paying duty to the return; but the evil has been much lessened through the attention of the contractor of export duties, whose interest it is to prevent it.

Cotton is still duty-free, and the returns must be made up from private inquiry. From the best sources of which I have been able to avail myself, the quantity exported this year appears to be 1,767 bales, weighing 198,305 lbs., being a decrease upon the approximate return of last year of 341 bales, or 65,195 lbs.

Combining the returns of my predecessor with what I have been able to collect respecting the trade of the year 1859, the following Table will exhibit the leading exports at Lagos during the past four years :—

Year.	Palm Oil	Shea Butter	Ivory.	Cotton.	
	Tuns.	lbs.	lbs.	Bales.	lbs.
1856	3,884	No Return	16,057	287	34,491
1857	4,942		24,118	868	114,848
1858	4,612		5,776	2,108	236,500
1859	3,980	169,253	31,636	1,767	198,305

Of these exports nearly three-fourths go to England, and the remainder chiefly to France, Hamburg, and the Brazils, with a small portion to Portugal, Holland, and the United States.

The flags employed are principally English, French, Hamburgese, and Sardinian. The number of British vessels wholly employed in the trade of the port of Lagos alone during the year, may be given as twenty, representing 4,000 tons. There are no tonnage dues, nor other imposts of any kind levied upon shipping, neither are there any duties upon imports. The only duties are on the three following articles of export, namely :—palm oil, two heads of cowries (3*s.*) on every puncheon of 120 gallons; ivory, two strings of cowries (less than 1*d.* on each lb.); shea butter, two heads of cowries on every ton of 2,240 lbs. I may mention that an experiment is now making of exporting Indian corn (which can be purchased here at 1*s.* per bushel) for the London market. Two shipments have been made.

The ground-nut, which forms so important an article of trade on the North Coast, could be grown here to any extent, the soil being admirably suited for their growth. They have never yet, however, been exported, and the small portion cultivated is used solely for domestic purposes. The bar of the Lagos river is a great obstacle to the export trade, as the heavy surf at times, especially from April till September, prevents all communication between the town and the shipping outside at intervals of from a week to ten days. The difficulty has in fact been overcome by an improved class of launches and English-built surf canoes; and a proposal has been made to form a Company, with a view to getting small strongly-built steamers, which could go out by the ship's passage at all times. As there is on this passage or channel (which is on the west side of the bar) twelve feet of water, there seems to be no reason why a certain class of vessels, if aided by a small tug steamer, might not come in and take on board at least one half of their cargoes quietly in the Lagoon, where there is plenty of anchorage-room in from four to five fathoms.

The following are the names of the principal merchants, which either at present reside or have agencies, and are engaged in the export trade of Lagos :—

English.—Banner Brothers, of London; Cotesworth and Powell, of London; J. Chillingworth and Co., of Liverpool; Novelli and Co., of Manchester; J. P. L. Davies, Walter Hansen, J. Mayne, William McCoskry, and E. W. Thompson.

French.—Régis, of Marseilles.

Sardinian.—G. Carrena, J. B. Scala, and E. Pittaluga.

Hamburgese.—Oswald and Co.; Johansen and Co.; Foppel, Myers, and Domingues.

Brazilian.—Jambo and Co.

Sierra Leone Emigrants.—W. A. Savage, H. Pratt, J. M. Turner, H. Willoughby, James Gooding, J. C. Cole, J. R. Thomas, T. F. Cole, T. A. Williams, James Thompson, James George, W. Johnson, George Pearce, and Samuel Williams.

These emigrants are men—some of them now largely engaged in the export trade of Lagos—who have been rescued from slavery through British philanthropy, and who having obtained their freedom at Sierra Leone, have thence come back to their native land.

Badagry.—Proceeding from Lagos to the westward, the first place of any consideration is Badagry, situated on the north side of the Lagoon, about a mile from the beach where the shipments take place. The commercial importance of Badagry has been decreased by the rise and extension of legal trade at Lagos. It is dependent almost entirely for the supply of palm oil on the great market at Porto Novo.

The principal merchants, exporters of palm oil, are the following :—J. Tickel, Joseph Smith, Novelli and Co., J. S. Magalhaes, Régis of Marseilles, W. Johnson, Jambo and Co., A. R. Chinery, Faustino Herphim, Walter Hansen, and José Lorenzo Gomez.

The export of palm oil here, during the past year, has been 2,203 tuns, being an increase over what was reported by my predecessor as the probable export of 1858, of 953 tuns. The influence of the stoppage of the transit throughout the Jaboo territory did not extend to the westward of Lagos.

Porto Novo.—This town is also situated on the north side of the Lagoon, but at a distance of upwards of four miles from the sea beach. There is only one European agency, that of G. Carrena, of Lagos. The house of Régis, of Marseilles, had also an establishment here, but it has been abandoned. At Porto Novo is the great market of palm oil, to which the makers of that article come from great distances in the interior; and upon it the merchants of Badagry, Appi Vista, and Godome depend for their main supplies. This gives at all times a great influence over the trade to the king of Porto Novo, who has frequently exercised that influence most injuriously and capriciously, by the imposition of vexatious conditions and restrictions. The ports at which the Porto Novo palm oil is shipped are Badagry, Porto Novo beach, Appi Vista, or, in the native language, Contonon and Godome. A portion also comes by way of the Lagoon to Lagos.

Poto Novo beach and Appi Vista are under the sole control of the noted slave-dealer Domingo Martinez, who has obtained from the king of Dahomey the exclusive right of shipment at these two places, where no other merchant is consequently allowed to oppose him. In Domingo's better days, the monopoly he enjoyed enabled him to make very large shipments: indeed, in the report of my predecessor for the year 1857, I see the palm oil shipped at Porto Novo and Appi Vista given at 4,500 tuns. Since then the fortunes of Domingo have changed. His credit, I hear, almost entirely gone, and he has the greatest difficulty in obtaining goods except for ready payment. The altered position of this noted slave-dealer accounts for the increase of the export of palm oil at Badagry; a considerable portion now goes there which formerly went to some of the ports where he had the exclusive privilege of making shipments. The exports of Domingo at his two privileged ports may be given for the past year at 1,500 tuns.

Godome.—This place is to the westward of Appi Vista. There are three exporters: José des Santos, J. T. Rodrigues, and Domingo Martinez, who also ships here, although he has not, as at Porto Novo beach and Appi Vista, the exclusive privilege of doing so. Almost all the palm oil shipped here comes from the great market at Porto Novo. The quantity exported during the past year may be 1,000 tuns.

Whydah.—Between Godome and Whydah there are no shipping ports. At the latter place, which is the great sea-port of the king of Dahomey, the house of Régis, of Marseilles, has an agency. Mr. Dawson, a Gold Coast man, is also established there. The other exporters, of whom there are about ten, are either natives, such as the De Souza family, or Spaniards and Brazilians. The oil exported from this place, according to the best information I have been able to obtain, has been during the past year 2,000 tuns.

Grand Popoe, Aghwey, and Little Popoe.—These three towns follow in the above order from Whydah to the westward. At Grand Popoe, both Mr. Dawson and Régis, of Marseilles, have agencies; besides which there are three other exporters. Aghwey has recently been desolated by civil war. The number of exporters is five, and there is a similar number at the town of Little Popoe. The total export of palm oil at these three places has been given to me as 1,500 tuns.

Ports to windward of Little Popoe.—These are in the following order: Porto Seguro, which has one Brazilian and two native traders; Flahow, abandoned; Dannoe, Adaffi, Elmina Pequena, Braecosure (Bloo-koos), Acquijah, Boyee, Quitta Fort, Jalloo Coffee, Sebway, and Awey, close to Cape St. Paul's The trade in palm oil is carried on along the whole of this line of coast mostly by native traders, and the various places mentioned are visited chiefly by Bristol vessels. The export of the whole line for the past year has been over, rather than under, 1,000 tuns.

The export of palm oil for the whole Bight, in the year 1859, may be stated as under:—

	Tuns.
Benin River	3,019
Palma	500
Badagry	2,203
Porto Novo and Appi Vista	1,500
Godome	1,000
Whydah	2,003
Grand Popoe, Aghwey, and Little Popoe ..	1,500
Ports to Windward on to Cape St. Paul's ..	1,000
Lagos	3,980
Total.	16,702

I have already alluded to the decrease in the export of palm oil in the whole Bight of Benin, which my predecessor, in his report for the year 1858, anticipated would be 10,000 tuns in the year 1859 compared with the previous year. The report for 1858 gives no summary of the total exports within the Bight for that year, nor is there any allusion made to the Benin river at all. Palma is put down roughly at 2,250 tuns. The Badagry exports are assumed to be the same as those of 1857 (namely, 1,250 tuns), and the whole of the port to the westward of Badagry are set down for 7,000 tuns.

From these imperfect data, and assuming the export from the Benin river in 1858 to be the same as that given for the year 1857, I have drawn up the subjoined comparative statement of the total export of palm oil in the Bight during the years 1858 and 1859:—

Places of Export.	1858.	1859.	Increase.	Decrease.
	Tuns.	Tuns.	Tuns.	Tuns.
Benin River	2,650	3,019	369	..
Palma	2,250	500	..	1,750
Lagos	4,612	3,980	..	632
Badagry	1,250	2,203	953	..
Ports to the westward of Badagry ..	7,000	7,000	..	..
Total	17,762	16,702	1,322	2,382
Total Decrease	..	..	1,060	

Even comparing the past year with the prosperous year of 1857, which my predecessor possibly had in view when anticipating a decrease of 10,000 tuns, that decrease would only be 4,890 tuns.

Calculating in the same way as appears to have been done in former years, the whole estimated value of the exports from the Bight of Benin may be set down, for the year 1859, at 855,172*l.*, which sum, however, I believe to be under the value of the produce actually shipped.

Messrs. Régis, of Marseilles, have the greatest number of agencies of any one house within the range of this district. Their agencies exist at Palma, Lagos, Badagry, Whydah, Great Popoe, and, until lately, at Porto Novo. These establishments are large, and conducted upon an expensive scale.

From Badagry westward the Slave Trade is still carried on, and the influence of the king of Dahomey (Guelélé) is its main support. This barbarian Chief not only encourages the Slave Trade, but he also harasses the legal traders; and whenever a vessel unfortunately strands upon his inhospitable coast, all are plundered.

The case of the "Columbine," of Bristol, in 1857, was fully reported by my predecessor; and similar conduct was practised a few weeks ago towards the brig "Fanny," of Hamburg, which got on shore, and was lost about two miles from Whydah. The Whydah authorities seized and plundered everything. The master of the "Gambia," of Bristol, gave aid to the wrecked vessel, and got several articles belonging to her on board his ship; but the Whydah authorities hearing of this, and finding the mate of the "Gambia" on shore, seized and detained him till the master of the "Gambia" gave up the articles which he had saved. But besides these proceedings on the coast, the whole of the Yoruba and adjoining countries are annually for some months in a state of alarm and insecurity, in consequence of Dahomey's yearly wars and slave hunts, which lead to a complete interruption of all commercial intercourse and general industry for the time.

The progressing interests of peaceful industry, commerce, and Christian civilization, loudly demand that some restraint should be put upon the power and authority of this barbarous Chief.

April 14, 1860.

ARGENTINE CONFEDERATION.

ROSARIO.

Report by Mr. Casagemas, British Vice Consul at Rosario, on the Trade of that Port, during the year 1859.

The year 1859 has been one of most painful anxiety to the mercantile community of Rosario. It opened with the certain prospects of a war with the Province of Buenos Ayres, and the fear of the probable abolition of the laws of differential duties of 19th July, 1856, and of 29th July, 1858; laws which are considered by people here as the key-stone of their commercial prosperity.

Such a state of constant change, and of doubt and anxiety, could not fail to be fatal to trade. At the same time the severe regulations enforced for the mustering and drilling of the National Guard greatly contributed to the paralysis of trade. The merchants of the inland provinces dreading the enrolment in the Militia, and the appropriation of horses, bullocks, and carts, to the service of the army, abstained from repairing as usual to this market, to sell the produce of their provinces, and to obtain a supply of imported commodities.

The concentration in the environs of Rosario of the national army under General Urquiza gave momentary life to business; but as the Government drew on the already exhausted revenue for all which was required for the army, the market was soon overstocked with unpaid bills, at a severe discount, and merchants refused to sell any longer to the Government.

Things being in this extremity, Don José Buschenthal, a Spanish banker, who, on the 10th May of the same year, contracted a loan of $1,500,000, came in the beginning of July from Monte Video, where he had been providing the Argentine squadron, and as he had bound himself by his contract, undertook the supplying of the army.

The Government of Paraná had issued on different occasions bonds for the payment of their employés, and other expenses; and these bonds were receivable at par in all the Custom-houses of the Confederation, for one-third of duties on imported goods.

The bills drawn at Paraná, or by the Minister of the Interior, Dr. Santiago Derqui, who represented in Rosario the National Government, were to be gradually paid off with the remaining two-thirds of the receipts. The result was, that whilst the necessities of war increased every day, the Customs' revenue produced nothing whatever towards meeting them, since the bills drawn represented more than the probable receipts for several months to come. Nor was this all; M. Buschental refused to continue to supply the army if the bonds which he was receiving in virtue of the contract of the 10th May were not made exclusive for the payment of the one-third of duties above-mentioned.

The National Government under pressure of existing circumstances, issued on the 9th of August a Decree declaring that from that date forward no documents of credit, except the bonds of the 10th May, would be received at the Custom-house of Rosario in payment of duties. That one-half of the receipts, after deducting in bonds one-third of the whole, was to be exclusively applied to the present necessities of war; and the other half to be devoted to the payment of bills on sufferance. This decree not only trampled on the rights of the holders of bonds issued before or after the 10th of May, but reduced from two-thirds of the whole revenue to one-half, the amount to be employed in paying off the Government bills. Many of these bills contained the clause "to be received in payment of *full* amount of duties;" and to them the Decree was more injurious still. This Decree caused an explosion of discontent in Rosario. Foreign merchants met in a hurry, and declared that they would not submit to it. They drew up a representation to the National Government, backed it by a protest, which they circulated to foreign diplomatic agents in Paraná, and appointed a committee to proceed to that city, and plead their cause before the Government. The consular agents at Rosario did, in the meanwhile, their utmost to stop the immediate effects of the Decree until an answer should come from the Government, and they succeeded in arresting the violent proceedings which had already begun against several merchants.

The Government gave way. The Decree of the 9th August was repealed, and a Law enacted instead, on the 31st of the same month, which provided that "all the bonds now in circulation, as well as those which may be issued hereafter, under the authority of Congress, should be received in payment of duties, as was written on them." So one-third of the duties was made payable in bonds issued before and on the 10th of May; another third was applied to the payment of bills drawn on the Customs, and the last one-third to that of bonds of the last emission, which are at six months' date; all these bonds bear 2 per cent. monthly interest; but as by this arrangement the Government was left without resources for the exigencies of war, an additional duty of 8 per cent. *ad valorem* was established on imports throughout the Confederation. This duty is to be paid in bills at two months' date, and was to begin thirty days' after the promulgation of the law on goods proceeding from the Republics of Uruguay and Paraguay; sixty on those from Brazil; and one hundred and twenty on those from any other country. The last term expired on the 29th December, 1859.

M. Buschenthal, in order to secure the fulfilment of the Law of 31st August, farmed the Custom-houses of this province on the 10th of September for the term of two years. He collects the revenue in conformity with the said Law, and pays the Government $92,000 every month (or rather $87,000, as $5,000 are allowed to him for expenses), in the same documents of credit with which duties are paid.

The battle of Cepeda, in which General Urquiza defeated the Buenos Ayrean army, was soon followed by the Convention of Peace, signed at San José de Flores on the 10th of November, in virtue of which Buenos Ayres was again incorporated with the Confederation. As a natural consequence of this Convention, the Government of Buenos Ayres applied to that of Paraná for the abolition of the laws of differential duties. This application was successful; and by a Decree of the 24th December last the Custom-houses of the Confederation were at once replaced, as regards Buenos Ayres, on the footing on which they stood before the Law of 18th July, 1856; that is that goods coming from that province, whether they have paid duties there or not, were only to be charged the ordinary duties.

The repeal of the differential duties has thrown the merchants of Rosario into dismay. They predict that all the business will now be transacted in Buenos Ayres, and that Rosario will merely remain a transit port for the inland provinces. For my part I think that the existence of those laws during two years has created interests of so much importance here, that, if the necessary diligence and intelligence be displayed, business here will rather change in its way of being transacted than in its amount. With sufficient capital and energy the merchants of Rosario might secure the greatest part of the produce from the provinces, and offer to them imported goods on terms equal or equivalent to those in Buenos Ayres. The people from the provinces have already felt the convenience which Rosario, on account of its situation, offers to their trade. But how can Rosario, where money is worth 2 to 2½ per cent. a month, compete with Buenos Ayres, where an ample supply is obtainable at ½ per cent.?

As regards the difficulties and expenses of the river navigation to Rosario, about 300 sea-going vessels have now experienced them; and the prevalent opinion among shipmasters, so far as I can ascertain it, is that they are fully compensated, as compared with Buenos Ayres, by the perfect safety of this port and the great facilities which it affords for loading and unloading. The general complaint among shipmasters is against vessels being obliged to come up the river with one half, or oftener one third, of their cargo, after having experienced all the delays and dangers of the Buenos Ayrean roads.

The reason of this is, in my opinion, that the market of Rosario is not yet of sufficient importance to warrant the sending up of full cargoes of general merchandize. Peace and a good Government would soon overcome the shyness of foreign capital now concentrated in Buenos Ayres and Monte Video, and would render the residence in this city less dull and disagreeable than it is at present. Rosario would prosper then even without the privilege of which she has just been deprived.

The Government has granted a subsidy of $2,000 per month to a company which undertakes to run two tug steamers to help vessels up the river. As sailing vessels would then not only gain much time, but would also save pilotage, the Government expects that shipmasters will be glad to pay any moderate towing expenses. I doubt the success of the scheme very much. If I am not mistaken the great difficulty to large vessels coming up the river consists in the smallness of the Rosario market, and has to do more with merchants than with shipmasters.

It is hoped here that the National Government will grant a reduction of duties on goods coming direct from foreign ports (beyond the capes Santa Maria and San Antonio, in the river Plate); but this would be tantamount to re-establishing the differential duties under another denomination; and I have no doubt that Buenos Ayres would protest against it.

Others say that the 8 per cent. additional duty will not be recovered under similar circumstances; but as the Government has drawn for about $600,000 against the future receipts on account of that duty, the contemplated measure would be a most unjust one towards the holders of bills for that amount.

In the case of the reduction of the ordinary duties in favour of direct trade, M. Buschenthal would no doubt claim compensation, not only for the less amount received, but also for the lower rate at which the bonds of the 10th May would be paid off. The Government, it is true, can rescind the contract with M. Buschenthal, but must pay to him in that case a fine of $184,000.

I have dwelt on these reported plans of the Government because I know from good authorities that an attempt will be made to pass one of them during the approaching session.

I send herewith a Table showing the revenue of the Custom-house of Rosario for the years 1858 and 1859. The receipts of the latter year exceed those of the former by some $11,000; a sum smaller than that recovered on goods which were prematurely despatched during the month of December last to avoid the payment of the 8 per cent. additional duty, which was recoverable from the 29th of the same month.

I also transmit two Tables, A and B,* showing the arrival and sailing of vessels, both sea-going and coasting, during the year 1859. The foreign vessels arrived from beyond the capes amounted to 165, with 36,994 tons measurement. The respective nationalities of these vessels are shewn in the enclosed specification.

British vessels are by far the most numerous and important. They are 65 vessels, with 15,355 tons measurement.

Almost all foreign vessels, and more particularly British ones, sail to this port with only one half or even one third of their original cargo, the other part thereof having been landed at either Monte Video or Buenos Ayres.

Table B shews that only 46 vessels, with 11,250 tons, sailed with cargo direct to foreign ports. The remainder left in ballast for the River Plate ports.

M. Buschenthal having bound himself by contract to establish a bureau of statistics in this Custom-house, I hope that my next report will not be so deficient as regards information in this department. The Custom-house has hitherto sent to Paraná without delay all the papers from which data might have been obtained; so that it has been to me a matter of utter impossibility to get more information than the scanty one which I have communicated.

Specification of Sea-going Vessels (from beyond the Capes) which entered the Port of Rosario during the Year 1859.

Nationality.	Vessels.	Tonnage.
English	65	15,355
North American	21	7,829
Spanish	14	2,739
Sardinian	14	2,396
French	9	2,039
Dutch	10	1,773
Brazilian	8	1,203
Hamburg	5	866
Hanoverian..	7	891
Danish	6	813
Swedish	3	544
Portuguese	1	299
Bremen	1	150
Norwegian	1	137
Total	165	36,994

TABLE showing the Revenue of the Custom-house of Rosario in the Years 1858 and 1859.

Years.	1859.					Total, 1858.
	Imports.	Exports.	Storage, &c.	8 per Cent. Additional Duty	Total.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
January	53,147 71	9,921 92	2,458 16	..	65,527 79	77,643 00
February	63,901 23	3,522 91	3,370 50	..	70,794 64	73,747 00
March	69,167 58	2,078 50	2,955 88	..	74,201 96	126,305 00
April	48,707 55	6,518 96	2,039 09	..	57,265 60	113,233 00
May	79,379 75	13,266 99	3,780 70	..	96,427 44	70,681 00
June	50,697 49	5,081 47	2,739 38	..	58,518 34	58,843 00
July	45,827 54	12,235 18	2,139 64	..	60,202 36	83,107 00
August	94,339 03	15,258 04	5,228 73	..	114,825 80	85,000 00
September	196,327 08	14,064 00	11,074 39	233 52	221,698 89	105,000 00
October	49,654 68	8,174 15	2,330 81	7,869 92	68,029 56	97,637 52
November	42,681 47	15,619 33	1,333 44	7,486 20	67,120 44	98,029 16
December	93,655 95	21,880 56	3,315 53	15,928 22	134,780 26	88,225 74
Total .. $	887,487 06	127,622 01	42,766 25	31,517 86	1,089,393 18	1,077,451 42

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* Annexed.

(A)—Table showing the Number of Vessels which have entered the Port of Rosario during the Year 1859.

Months.	From beyond the Capes.				From Monte Video.				From Buenos Ayres.				From Paraguay.				From Ports of the Confederation.				Total with Cargo.		Total in Ballast.		Grand Total.	
	With Cargo.		In Ballast.		With Cargo.		In Ballast.		With Cargo.		In Ballast.		With Cargo.		In Ballast.		With Cargo.		In Ballast.							
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
January ..	17	3,382	..	..	3	58	4	43	13	283	47	930	3	343	..	..	37	560	10	101	73	4,626	61	1,074	134	5,700
February ..	20	5,331	..	..	2	39	1	10	7	167	51	936	2	110	..	..	45	832	3	41	76	6,479	55	987	131	7,466
March	14	3,082	..	..	3	105	1	25	7	269	22	606	5	200	..	..	52	1,084	6	50	81	4,740	29	681	110	5,421
April	15	3,266	..	..	1	50	1	25	10	235	17	375	1	15	..	..	53	1,183	9	157	80	4,749	27	557	107	5,306
May	8	1,827	..	..	2	60	..	..	11	316	17	828	2	135	..	..	41	805	6	143	64	3.143	23	971	87	4,114
June	26	5,532	..	..	8	262	..	..	5	159	4	139	2	80	..	..	57	1,107	1	9	98	7,140	5	148	103	7,288
July	15	2.943	..	..	10	492	2	199	..	..	8	176	..	..	..	..	63	1,371	3	58	88	4,806	13	433	101	5,239
August . ..	10	1,790	..	..	20	1,043	..	..	..	..	5	325	3	262	..	..	43	619	3	22	76	3,714	8	347	84	4,061
September ..	6	1,646	..	..	25	1,381	..	..	..	..	9	143	4	190	..	..	46	1,096	3	141	81	4,317	12	284	93	4,601
October ..	9	2,197	..	..	5	203	1	119	4	226	1	176	3	120	..	..	56	931	2	33	77	3,677	4	328	81	4,005
November ..	9	2,369	..	..	14	812	..	..	9	409	7	178	3	174	..	..	51	935	3	41	86	4,699	10	219	96	4,918
December ..	16	3,629	..	..	12	593	..	..	9	544	3	58	4	215	..	..	68	1,118	4	30	109	6,099	7	88	116	6,187
Total ..	165	36,994	..	..	105	5,098	10	421	75	2,608	191	4,870	32	1,844	..	..	612	11,641	53	826	989	58,185	254	6,117	1,243	64,306

(B)—Table showing the Number of Vessels which have sailed from the Port of Rosario during the Year 1859.

Months.	To beyond the Capes.				To Monte Video.				To Buenos Ayres.				To Paraguay.				To Ports of the Confederation.				Total with Cargo.		Total in Ballast.		Grand Total.	
	With Cargo.		In Ballast.		With Cargo.		In Ballast.		With Cargo.		In Ballast.		With Cargo.		In Ballast.		With Cargo.		In Ballast.							
	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels	Tons.
January ..	2	410	2	729	1	400	8	583	8	377	8	1,231	3	226	..	..	74	1,317	8	105	88	2,730	26	2,648	114	5,378
February ..	3	711	1	304	1	20	..	..	9	618	8	645	..	..	..	..	94	1,557	16	428	107	2,906	25	1,377	132	4,283
March	..	..	..	..	1	25	..	..	15	807	5	1,672	2	55	..	..	68	1,176	12	334	86	2,063	17	2,006	103	4,069
April	5	1,381	..	..	2	74	1	173	14	611	4	978	..	..	..	..	51	820	14	291	72	2,886	19	1,442	91	4,328
May	1	200	1	250	3	160	1	127	28	1,623	5	499	..	..	..	..	41	850	18	351	73	2,833	25	1,227	98	4,060
June	4	895	..	..	6	299	2	463	2	1,194	1	198	1	25	2	20	10	306	17	254	23	2,719	22	935	45	3,654
July	5	1,463	2	296	9	219	6	1,032	..	..	..	..	2	80	..	..	36	622	34	1,159	52	2,384	42	2,487	94	4,871
August . ..	5	1,126	..	..	13	393	7	1,220	..	..	..	..	2	113	2	29	36	742	22	538	56	2,374	31	1,787	87	4,161
September ..	6	1,562	..	..	11	589	5	558	1	90	1	31	1	10	..	..	30	456	30	541	49	2,707	36	1,130	85	3,837
October ..	3	727	..	..	7	571	10	1,972	1	30	..	..	1	40	..	..	51	975	36	870	63	2,343	46	2,842	109	5,185
November ..	5	1,222	..	..	12	425	8	569	11	388	5	131	..	..	..	..	25	498	27	498	53	2,533	40	1,198	93	3,731
December ..	7	1,553	1	329	6	350	5	800	18	707	15	1,680	2	66	..	..	43	388	10	514	76	3,064	31	3,323	107	6,387
Total ..	46	11,250	7	1,908	72	3,525	53	7,497	107	6,445	52	7,065	14	615	4	49	559	9,707	244	5,882	798	31,542	360	22,402	1,158	53,944

BRAZIL.

MARANHAM.

port by Mr. Hill, British Consul at Maranham, on he Trade, &c., of that District during the year 859.

E port of Maranham, or St. Luin de Maranhão, capital of the province of the same name, and ate on an island at the confluence of the rivers rim, Icapicum, and other small streams, and which self intersected with various creeks, was originally nded by the French in the year 1594, who were elled in 1615 by the Dutch, who held it till it lly passed, as the rest of Brazil, to the Crown of tugal. Its commercial importance was early recog- ed, and for many years was, from its import trade, emporium for the greater part of Brazil lying to north and west of Pernambuco. The island itself duces but little, and is covered uniformly with low pical vegetation, and with the exception of one or small farms or plantations is quite uncultivated. cotton, sugar, rice, and other articles of export ng grown in the interior of the provinces.

he population of this city has varied but little for last fifty years, and an average of about 25,000 abitants might fairly be taken for that period; of number more than two thirds are negroes, and the ainder Portuguese, Brazilians, a very few English, e French, and one or two Germans. It would be a ter of considerable difficulty to ascertain accurately exact proportion of negroes who are free or slaves, the preponderance is decidedly in favour of the er. They are as a body quiet and well disposed, in the majority of cases appear to be treated with ir amount of kindness. The law of primogeniture being recognized in this country the subdivision of perty in large families at the death of parents ails a great dispersion of the slaves, and as a large le between Brazilian ports is carried on in slaves, ch consequent separation takes place. Within the few years thousands of slaves have been sent hence arious ports of Brazil.

f the general state of trade I regret to be unable to a very satisfactory account, either in a local or ign point of view. The British shipping, which 1830 to 1840 averaged forty vessels a-year, has fallen off to scarcely half that number; and were ot that a considerable quantity of coals is imported the use of steamers plying between Pará and Rio eiro, or more locally in the rivers in this immediate nity, I scarcely suppose it would repay ten vessels ome here, as many have now to leave in ballast for nerara and the north, in consequence of their bility to procure cargo in this port. In the years 8 and 1859 out of forty vessels twenty-eight were lly laden with coals.

he trade of this place, as regards exports, consists ost entirely of cotton, sugar, and rice. The growth otton is indeed by no means equal to that of former rs, though I am given to understand no finer ple of cotton was ever sent to England than that luced in this province. In the ten years 1812 to 1 the average annual produce was 58,046 bags of on, weighing 376,807 arrobas (1 arroba = 32 lbs.). the years 1848 to 1857 the annual average was 98 bags, weight 310,181 arrobas, and for the last e a rapid increase has been manifest.

ice has also fallen off in a more extraordinary ner. In the corresponding periods, as above, a ease from 66,889 bags, weight 347,262 arrobas, to 33 bags, weight 125,450 arrobas took place.

lore attention has however of late been paid to the ivation of the sugar cane, which has greatly in- sed during the last ten years, the manufacture of r being now much better understood, and superior hinery being brought to bear on its preparation the market. From the years 1812 to 1821 the average produce was 417 arrobas; but in the ten years 1848 to 1857 it rose to 100,000 arrobas, and at the present moment is increasing at the rate of at least six per cent. Isinglass and balsam copaiba are also shipped in some considerable quantity; but beyond this I know of no export of consequence.

There is no quantity of corn, either Indian or other, grown here for local consumption, and the market is supplied by houses in connection mainly with the United States of America.

The English and Portuguese merchants are the general importers of foreign goods; the former in a much more wholesale way than the latter. There are at present about seven English houses in this place, all I believe, with one exception, joint partners with houses in England. The chief importations are Manchester dry goods, beer, linen, and hardware from England; common crockery, potatoes, and wine from Portugal; clocks, fancy goods, and some furniture from France. The demand, however, in general is not nearly equal to that of years gone bye.

I have already had the honour to forward to your Lordship a copy of a report I made in answer to enquiries from His Excellency Her Majesty's Minister at Rio Janeiro relative to the views entertained by the resident British merchants here, as to the benefit derivable from the completion of a commercial Treaty with this empire; but in spite of their apparent apathy and indifference I feel confident it would be of infinite service and advantage to this place.

The importance attached to speedy and reliable postal communication with Great Britain and the Continent has tended so much to increase the prosperity of Rio and Bahia, that places so far north of the capital as this are comparatively thrown into the shade. Till within a few days any letters sent by the regular mail line, viâ Pernamubuco, from England, could not be answered under three months, so ill arranged are the local boats with regard to this place and Pará. This may perhaps be somewhat ameliorated by the new French and Brazilian line of steamers from Bordeaux, on the 25th of each month, in connection with Rio, Bahia, and Pernambuco, as an intermediate opportunity of postage will be thus presented; but your Lordship will perceive under what disadvantages this place labours in these days of rapid communication.

As a harbour few places are so difficult to enter as Maranham, the anchorage and place of discharge for vessels being far up the bay, which is intersected with banks and shoals most difficult of avoidance. A local navigation company is now working small steamers in the rivers to which I have already alluded as running into the bay in which the Island of Maranham is situate; and it has, I believe, so far been found very remunerative, as it pays eighteen per cent. dividend on the shares, which, however, bear no approximate value to such interest in their market price. Were it not for this means of communication the trade of this place would be worse than it is.

The roads, or, I should say, the only road in the island is practicable for carts for the distance of about ten miles; and the produce of the interior is brought either by river boats, or on horse and mule pack when the plantation is too far from the rivers on which the small steam-boats ply. I may mention here that Englishmen are mainly employed on these boats as engineers and firemen. In connection with the necessities of steam-power a foundry is being established here under English supervision; when it will be available is most difficult to say, with the dilatory habits of the people of this place. A dry dock is also in course of formation, and has been for more than seven years, and would be very serviceable if completed, as Brazilian and other men-of-war frequently come here for repair, labour being cheaper, and the rise and fall of the tide greater here than anywhere on the coast. The rise of water here is eighteen feet, while at Rio Janeiro it varies only three feet at high and low tide. This dock is a Government undertaking.

The price of all articles of daily consumption has within the last few years become double; house rent is very dear, and the services of domestics very bad, and the wages high. The health of the place is on the whole good; this city having escaped all very violent attacks of the yellow fever and cholera morbus. The former of these sicknesses has become a disease of the country, and no place can be said to be totally free from it. The heat of Maranham, from its position, is very great, the thermometer rarely ranging below 84° night or day; this is, however, tempered by breezes from the south and north-east, and by the great quantity of rain which falls during the six winter months almost daily.

I have with these observations laid before your Lordship all the circumstances of importance I have made it my duty to become acquainted with in the last two months, and can only assure you I will not fail from time to time to communicate to the Foreign Office anything I may deem deserving of your Lordship's attention.

PERNAMBUCO.

Report by Mr. Cowper, British Consul at Pernambuco, on the Trade, &c., of that Port during the year 1859.

An Imperial Decree,* of which I enclose your Lordship a translation, has been issued in the interests of foreign commerce for the partial opening of the coasting trade, it is by no means of a comprehensive nature, but it is nevertheless a subject for congratulation, as an abandonment of that national prejudice against foreigners, which the Brazilians inherited from the Portuguese, and as a step in the direction of liberty of commerce.

The Provincial Government of this province has altered the export duty upon sugar from 3 per cent. *ad valorem* to a fixed duty of 90 reis; the duty is thus rendered lighter upon white, and heavier upon brown sugars, in which British interests are concerned.

Your Lordship will perceive by the different shipping and trade returns that the numbers of British shipping, and the value of British commerce, are about equal to those of all other nations combined, a proportion that they have now maintained for many years.

One feature connected with the commercial transactions of the past year has created very great sensation here, and that is the disproportion between the amount of imports and exports at the port of Pernambuco; thus the total value of the former amounted to 2,365,973*l.*, and the latter to 1,692,808*l.* only; the imports from Great Britain and her possessions to 1,330,909*l.*, and the exports to those countries to 586,272*l.* only; these alarming disproportions having been accompanied by a monetary crisis of unparalleled duration and severity, discounts reaching 4 per cent. per month, until the banks refusing all discounts, money was not to be obtained at any price,—failures followed—and notwithstanding a most abundant crop it was asserted that no funds remained in the place for the purchase of produce, and vessels were sent away unloaded; of 236 British vessels which cleared 80 left in ballast.

There are various opinions upon the causes of this crisis, and they have been too generally, I think, attributed to excessive importation, I shared in the opinion myself, for the disproportion betwixt the amount of imports and exports was certainly very startling at first sight, and if it could not be otherwise explained would justify the energetic expression of a merchant here, that it would "shut up Manchester" as far as this port is concerned; but your Lordship will find that for the last five years the same disproportion has existed between the imports and exports, and as it is contrary to common sense to suppose that British manufactures would continue from year to year to supply this market at a loss of two-thirds of the value of their goods, the question must be susceptible of solution upon othe grounds.

I would therefore direct your Lordship's attention to the returns from the ouports, and you will find that they are all exporting ports; with trifling exceptions they receive no direct imports, they obtain them from here by coasting vessels, and pay the Pernambuco importer on the produce which they export on his account; thus the imports of Paraiba amounted to 20,760*l.*, of which 18,000*l.* were from Great Britain; and the exports to 331,605*l.*, 300,000*l.* of which went to Great Britain. The imports at Maceio amounted in value to 30,700*l.*, 26,000*l.* of which were from Great Britain; and the exports to 231,534*l.*, 218,844*l.* of which were for Great Britain. From Ceara I have received no report of imports (probably there were none), but the exports valued 149,585*l.*, the whole of which went to Great Britain. Owing to the recent establishment of the Vice-Consulate of Rio Grande do Norte, no trade returns have been forwarded from there; but by the shipping returns it would appear that the imports amounted in value to 31,451*l.*, of which 30,087*l.* came from Great Britain; and the exports to 44,913*l.*, of which 41,648*l.* went to Great Britain.

I beg leave to add a summary for your Lordship's better information, by which you will perceive tha the balance of commerce appears to be in a perfectly healthy state.

	Imports.		Exports.	
	Great Britain.	Total.	Great Britain.	Total.
	£	£	£	£
Pernambuco ..	1,330,909	2,365,973	586,272	1,692,808
Paraiba ..	18,000	20,760	300,000	331,60
Maceio ..	26,000	30,000	218,844	231,534
Ceara.. ..	..	..	149,585	149,585
Rio Grande ..	30,087	31,451	41,648	44,913
Total £	1,404,996	2,448,184	1,296,349	2,450,44

So in like manner your Lordship will perceive by the following summary of shipping, that of the 53 British vessels which loaded at Paraiba, 43 came from Pernambuco, in ballast; of the 41 vessels loaded at Maceio, 2 came from Pernambuco, in ballast; of the 21 loaded a Ceara, 9 came from Pernambuco, in ballast; and of th 12 loaded at Rio Grande do Norte, 4 came from Pernambuco, in ballast: thus accounting for the whol 80 British vessels which left here unloaded, and provin that the shipping interests did not suffer from that fact

	Entered.		Cleared.	
	Great Britain.	Total.	Great Britain.	Total.
Pernambuco ..	236	564	238	562
Paraiba ..	53	77	57	81
Maceio ..	41	46	41	46
Clara	20	25	21	25
Rio Grande ..	12	14	12	14
Total ..	362	726	369	728

Another cause of commercial alarm has been t large quantity of white sugar now produced, to t exclusion of brown or muscovada, in which alone t British merchant has any direct interest; but it appea to me that the increased production of white sugar he has been quite compensated by a proportionate increa of muscovada at the outports; the latter is alm entirely exported on British account, but the former, a this is the cause of alarm, goes in large quantities Rio de Janeiro, and other parts of the empire, wher orders are sent, and bills drawn in return here for t value; thus, it is asserted, withdrawing from the mar so much produce hitherto available for the payment the foreign manufacturers; this is an alarm which I not share.

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* Annexed.

How far our commerce may be capable of extension in these provinces is very problematical; the bases of all production are soil and labour, and if the former be not naturally fertile, capital may be added; now these are exactly the essentials in which this country is deficient; as regards the first I believe the fertility of the soil of Brazil to be absurdly exaggerated, I have heard much, but seen little, of its extraordinary powers of production. I have travelled a great deal in this empire, and as a general rule have found along the coast a sandy unproductive soil, covered with cocoa-nut trees, cacti, and mangroves, varied occasionally near the embouchure of rivers by alluvial deposits, hard as rock in summer, and impassable with mud in winter; further inland undrained valleys, forming muddy lakes in winter, and very precarious cane-fields in summer; the produce of the hills, in common with the whole country, being a prey to that great destroyer, the Formiga de Roça, or Red Ant; and in the very interior sterile mountains and vast pasture lands, but so subject to periodical droughts, that not only cattle but hundreds of the population fall victims to them. I glance at these facts to remove the impression that in these tropical regions production is naturally rapid, it is infinitely less so than in England, excepting for the rankest of weeds; the climate is not of a character to allow the soil to produce spontaneously. Imagine six months' heavy rain without any drainage, and then six months' of scorching sun without irrigation, and your Lordship may form an idea of how far now commerce may be extended; capital and labour are required to overcome these natural difficulties, and neither exist here; the slaves are fast disappearing to the south, and no substitute replaces them; the slave trade is at an end, and free coloured immigration, its only practical substitute, is looked upon with suspicion both in this country and abroad, here as tending to surrender the country to the blacks, abroad as an encouragement to slavery; the country must therefore remain stationary.

The production of cotton has rather diminished in this province, but has increased in those of Alagiris and Paraiba.

Coffee is being exported for the first time from the province of Ceara; an unsuccessful attempt has also been made here. I believe that these very hot latitudes will scarcely produce a very superior quality, and that the whole will turn out a failure.

Opening of the Coasting Trade.

(Decree, No. 2485, of the 28th September, 1859,)

Permits under certain conditions, until the end of the year 1863, foreign vessels that have brought immigrants or merchandise to the ports of the empire the carriage of the different qualities of grain and other necessaries of life, machinery and agricultural implements, from the port of their discharge to that at which they receive cargo ; and otherwise providing for the [coasting and inland navigation trade of the empire.

In virtue of the authority conferred upon me by the 29th Article of the Law No. 369, of the 18th September, 1845, and the 46th Article of the Law, No. 514, of the 28th October, 1848, I decree as follows :-

Article I. The shipment from one port of the empire to another, where there is a Custom-house, of such foreign merchandise, as is mentioned in the annexed Table No. 1, despatched for consumption, or re-exported according to the laws in force, is permitted.

1st. To foreign ships having brought immigrants or merchandise to a given port after clearing to another port to receive cargo for abroad.

2nd. To foreign vessels falling under the conditions of the latter part of the Article No. 239 of the Regulations of the 22nd June, 1836, whether the whole or part of their cargo be despatched for consumption or not.

Article II. The dispositions of the first paragraph of the 1st Article are extended to the carriage of goods.

1st. To those goods and merchandise of national production or manufacture mentioned in the annexed Table No. 2.

2nd. To the baggage of immigrants, or any other passengers proceeding in the same vessel which brought them, in accordance with the 307th Article of the Regulations of the 22nd June, 1836.

Article III. The dispositions of the preceding Articles do not comprehend the carriage of goods or objects of any nature by the rivers, lakes, or interior waters of the empire, which can only be effected in national vessels, excepting—

1st. The vessels of such states as have special treaties or conventions with the empire, upon terms therein established.

2nd. All and every foreign vessel declared to an interior port where there is a Custom-house, in the form of the prescribed regulations in vigour.

3rd. Vessels in distress in the cases and under the conditions established by Chapter 18 of the Regulations of the 22nd June, 1836, and the Instructions of the 25th October, 1845.

Article IV. The Presidents of Provinces, upon the request of the Inspectors of the Treasury, may, by immediately informing the Government, permit the entry of foreign ships into ports of the interior, where there is no Custom-house, upon taking care that fiscal precautions are adopted, under the following circumstances.

1st. To discharge the merchandise mentioned in the annexed Tables, despatched for consumption.

2nd. To load cargo of goods or merchandise, the production or manufacture of the country, for importation.

3rd. In extraordinary circumstances, such as famine or pestilence, when an inland population may require prompt succour.

Article V. In every case of the foregoing Article, foreign vessels will be liable, as heretofore, to the Fiscal Laws and Regulations; and their owners or consignees will be obliged to give sufficient security for the amount of the export or consumptive duties to which the goods or merchandise forming their cargoes are ordinarily liable.

Article VI. The fiscal dispositions of the 18th Chapter of the Regulations of the 22nd June, 1836, shall be applied to foreign vessels, of whatever nature or tonnage, who, with or without tonnage, navigate or are encountered in the rivers, lakes, or any other interior water of the empire, excepting under the dispositions of the Articles 3 and 4 of the present Decree.

Article VII. The dispositions of the first paragraph of the 1st Article, and the first paragraph of the 2nd Article of the present Decree, shall remain in force until the last day of the year 1863 only.

Angelo Munez da Sa Ferraz, of my Council, Senator of the Empire, President of the Council of Ministers, Minister and Secretary of State for Finance, and of the Court of the National Treasury, will see this executed.

Palace of Rio de Janeiro, 25th September, 1859, 38th year of the Independence of Empire.

(The Emperor's sign manual,)

(Signed) Angelo Munez da Sa Ferraz.

Tables to which the Decree, No. 2485, of this date, refers.

No. 1.

1. Living Animals and Birds of any kind.
2. Cod Fish and dried Salt Fish of any kind.
3. Beef of any kind, fresh, dried, with or without salt, in pickle, smoked, prepared or preserved in any other way.
4. Hard Coals.
5. Dried or green Fruits.
6. Ice.
7. Steam Machinery and its appurtenances, and Agricultural Implements.
8. Stone for building, rough, hewed, or for paving.
9. Salt.

(Signed) Angelo Munez da Sa Ferraz.

Rio de Janeiro, 18th September, 1859.

No. 2.

1. Living Animals and Birds of any kind.
2. Rice.
3. Lime.
4. Beef of any kind, fresh, dried, with or without salt, pickled, smoked, prepared or preserved in any other way.
5. Hard Coal.
6. Grain of any kind.
7. Farinha de Mandioca.
8. Beans.
9. Green or dried Fruits, Flowers, Vegetables, all Farinaceous Articles, and Seeds.
10. Fire Wood.
11. Dried Tongues, pickled or prepared in any other way.
12. Lumber.
13. Rough Sugar, Honey, Molasses, or Rum.
14. Corn.
15. Stone for building, rough or hewed.
16. Salt.
17. Tiles.
18. Bricks.

(Signed) ANGELO MUNEZ DA SA FERRAZ.

Rio de Janeiro, 28*th September*, 1859.

RIO GRANDE DO SUL.

Report by Hon. H. P. Vereker, British Consul at Rio Grande do Sul, on the Trade of that District for the year 1859.

THE British trade with the district of Rio Grande do Sul has been in a very satisfactory state during the year 1859.

At the commencement of the year the market was well supplied with manufactures and other imported goods, and an active demand continued with little intermission throughout the year; and though the cargoes received greatly exceeded those which had arrived in the preceding year, yet they were barely sufficient for the requirements of the district, and were almost all disposed of; not it is true at prices so profitable as in former years, but nevertheless with advantage.

In exports there was much speculation. After the first three months, the demand for salt hides was constant, but the supply very insufficient. In August the price reached as high as 5½*d.* per lb., but the news of peace in Italy caused a sudden fall of 1*d.* per lb., and subsequent announcements of large deposits in the River Plate States caused further depression; in December there was a reaction to 4¾*d.*, due to the advices of the profitable sales which had been affected, and diminished stock in the United Kingdom.

In dry hides the same rate proportionately to salt hides has not been maintained. The accounts from the United States were discouraging, many losses having been suffered in realizing previous cargoes, and a large stock remaining on hands; purchasers here were accordingly very slack and unwilling to enter into large speculations except at a much reduced price; but sellers remained firm. The supply of this article has consequently been in excess of the demand.

The stock of bone ash available for manure is gradually being reduced in this district.

Freights throughout the year have been low, owing to the large number of vessels which arrived in this port with salt, and to the difficulty of obtaining return cargoes to the United Kingdom.

A considerable and increasing want of specie is being experienced in this trade, which serves to check the freedom of commercial transactions. Spanish silver dollars have wholly disappeared, and gold ounces are each day becoming scarcer; even copper money, which formerly inundated the market, is now worth about four per cent. premium, and ordinary change, whether in gold or silver, is worth about two and a-half per cent. premium. It is to be observed that the Brazilian Government has for several years desired that their paper currency should be freely received in this province. The merchants naturally opposed the proposition; but a resolution was obtained from the House of Commerce to establish the Brazilian currency. This resolution (referred to in last Report) remained a dead letter; yet the prices of ounces, as compared with currency at Rio de Janeiro, having risen, advantage was taken of the circumstance to ship from this all the ounces which could be obtained, and to send down large quantities of paper money, which, though then worth a premium, has since been very ill received; and although Government paper was bought at five per cent. premium at the beginning of the year, it has now sunk to one per cent. discount, with every symptom of a further depreciation. The trade of this district being principally with the country, combined with the Uruguay and Argentine States, where Brazilian paper is not liked or current, it is manifest that it is of vital importance to this trade that there should be a full supply of specie.

Throughout the year the bar has been in a good state for navigation, and the management of the pilotage improved. No wrecks of British vessels have occurred at the bar, but in March the 'Firefly' was wrecked on the coast of Tramandahy. A special Report in reference to that occurrence has been forwarded to the Board of Trade.

The Government of the Republic of the Uruguay, by an agreement entered into with the Baron de Mauá, dated the 12th April, 1859, having for its object the redemption of a large portion of the public consolidated and active debt, at the rate of five per cent. in the former case, and ten per cent. in the latter, have by Article XII imposed a tax of four per cent. on all goods and values exported, and four per cent. upon sales of country or town properties. Although the agreement is nominally a private one on the part of Baron de Mauá's banking firm, there is reason to believe that it is due to Brazilian influence. The heavy export duties in this country, ranging from three to ten per cent., were found to work disadvantageously in view of the fact that exportation at Monte Video was free from duty; and the Imperial Government being unable or unwilling to abolish its export duties, has not concealed its desire that similar duties should, as a counterpoise, be levied on exportation from the Uruguay. This measure seems in one respect a retrograde step; but should the agreement be carried out in its integrity, there is little doubt but that it may prove a benefit to the creditors of the Republic, and may relieve the State from a weight of debt which has hitherto paralysed its nascent energies.

An important Decree of the Brazilian Government, of 28th September, 1859, has, under certain conditions opened the coasting trade to British and foreign vessels. The principal conditions are as follows: foreign vessels which have conveyed merchandize or colonists to any Brazilian port, having there discharged, and desiring to proceed to another Brazilian port to take in cargo for a foreign destination, may load cargo for such other port, provided it be despatched for consumption or re-exported, and consist of articles mentioned in a Table to the Decree annexed: the most important articles being xarque (dried beef), coals, wheaten flour, and salt. The same rule, *mutatis mutandis*, applies to foreign vessels which having discharged part of their cargoes in a Brazilian port desire to discharge the remainder in another Brazilian port, and there load for a foreign destination: they will be enabled to fill up their cargo with the articles mentioned. This law is to remain in force until the 31st December, 1863. Formerly British vessels proceeding from one Brazilian port to another were obliged to go in ballast, or with the remainder of their cargoes; but under the present regulation, limited as it is, they will be able in many cases to receive freights. The present measure seems to have been suggested by the constant increase of freights between Brazilian ports, the Brazilian vessels not being sufficient to supply the wants of the trade; also by the augmenting scarcity and dearness of provisions, which each year is more sensibly felt, and which lately has been especially experienced in the Bahia district. I am not aware that the Decree referred to has yet been acted upon at this port; this seems to arise from ignorance on the part of shipowners and shipmasters of its provisions, but I have no doubt that in time it will be found very beneficial, and may be the first step towards the establishment of a more liberal policy.

In the Report on Trade for the year 1857, I referred to the impediments to navigate the Lake Mirim, except under conditions so stringent as to be almost prohibitory, and I expressed an opinion that the law on this subject, which considerably impeded commercial transactions at this port, would be repealed. I have now the satisfaction of reporting that, by a Decree of the Brazilian Government of 29th September, 1859, the former law has been repealed, and the navigation of the Lake Mirim opened to all Brazilian vessels; certain regulations, with a view to check contraband trade, having been established at the same time.

The trade of Porto Alegre, the capital of the province, has for several years been steadily on the increase; and as it seems to give an opening to British enterprise of which advantage has not hitherto been fully taken, I have prepared the adjoined Tables of the shipping which entered and cleared from that port in the first six months of 1859, and of the imports and exports, in order that the nature of the trade may be well understood. It should be observed that a large proportion of the imports and exports to provincial ports are for foreign destinations, either that vessels may complete their cargoes, or as the case may be.

Imports.

Nationality of Vessels.	Number of Vessels.	Tonnage.	Whence coming.
Brazilian ..	1	180	Portugal.
	36	6,333	Coasting Trade.
	380	14,432	Provincial Ports.
	1	67	Buenos Ayres.
Danish.. ..	4	599	Hamburgh.
	1	221	Uruguay.
Hanoverian	1	136	Hamburgh.
Total	424	21,968	

Exports.

Nationality of Vessels.	Number of Vessels.	Tonnage.	Whither Bound.
Brazilian ..	36	5,952	Coasting Trade.
	400	16,113	Provincial Ports.
	1	175	Rio Grande.
Danish.. ..	2	422	Buenos Ayres.
	4	554	Rio Grande.
Hamburgese	1	181	Ditto.
Portuguese	1	233	Buenos Ayres.
Total	445	23,630	

IMPORTS to Porto Alegre from 1st January to 30th June, 1859.

Articles.		Whence Proceeding.						Total.
		Coasting Trade.	Provincial Ports.	Hamburgh.	Portugal.	Buenos Ayres.	Uruguay.	
Ale	barrels	648	615	30	..	..	..	1,293
Biscuits	tins	..	2,958	..	..	..	..	2,958
Candles, Composition	cases	178	135	299	..	..	..	612
Ditto, Tallow	,,	..	660	..	..	..	..	660
Cheese	,,	12	84	..	..	..	..	96
Coffee	sacks	2,724	249	..	..	..	..	2,973
Cocoa-nuts	number	1,000	28,500	..	..	..	..	29,500
Earthenware	crates	..	272	..	..	..	..	272
Dried Fish	buckets	..	110	..	..	..	..	110
Ditto	barrels	235	31	..	..	..	..	266
Ditto	cases	30	9	..	..	..	..	39
Flour	barrels	7,531	7,751	..	..	430	282	15,944
Ditto	sacks	..	380	..	..	..	..	380
Glass	crates	2	616	352	..	..	..	970
Hardware	parcels	674	921	531	..	..	..	2,126
Gin	cases	350	75	299	..	..	..	724
Ditto	demijohns	1,589	641	..	..	..	..	2,230
Ditto	barrels	70	66	240	..	..	..	376
Iron	parcels	5,065	1,890	3,939	..	..	..	10,894
Lard	barrels	..	425	..	..	..	..	425
Manufactured Goods,	bales or cases	394	1,437	656	..	..	..	2,487
Not specified	,,	5,249	12,736	1,557	110	1	25	19,678
Nuts	parcels	55	53	..	20	..	..	128
Oil	pipes	8	5	..	..	..	..	13
Ditto	barrels	15	11	..	..	..	..	26
Ditto	cases	40	100	..	..	..	..	140
Olives	kegs	360	615	..	300	..	..	1,275
Raisins	cases	140	332	..	..	225	..	697
Rice	sacks	3,582	1,167	39	..	..	..	4,788
Ditto	barrels	53	57	..	..	..	..	110
Salt	bushels	23,438	49,442	..	4,418	..	..	77,298
Shoe Leather	rolls	1,180	1,599	..	..	..	..	2,779
Soap	cases	1,700	10,207	2	..	..	..	11,909
Spirits	pipes	2	239	..	..	..	..	241
Ditto	barrels	..	6	59	..	..	..	65
Ditto	cases	139	162	243	..	..	..	372
Sugar	,,	372	..	..	..	..	..	544
Ditto	barrels	2,326	4,298	..	..	..	..	6,624
Ditto	sacks	2,489	2,140	..	..	..	..	4,629
Tobacco	rolls	3,731	337	..	..	..	..	4,068
Vermicelli	cases	829	124	..	..	..	177	1,130
Vinegar	pipes	92	52	..	..	..	..	144
Ditto	barrels	1	46	2	..	..	..	49
White Lead	,,	26	49	60	..	..	..	135
Wines	pipes	725	178	..	15	..	..	918
Ditto	barrels	172	40	13	..	..	..	225
Ditto	cases	3	401	80	1	..	..	485
Ditto	baskets	270	275	..	..	..	..	545

Exports from Porto Alegre from 1st January to 30th June, 1859.

Articles.		Whither Bound.				Total.
		Coasting Trade.	Provincial Ports.	Rio Grande.	Buenos Ayres.	
Amendoim (Sweet Beans)	sacks	42	276	..	..	318
Bacon	32 lbs.	30	569	..	..	599
Ditto	flitches	18	88	..	..	106
Barley	sacks	567	20	..	..	587
Beans	”	568	..	..	..	568
Bone-ash	32 lbs.	..	52,800	..	..	52,800
Caxaça (Sugar-cane Spirit)	pipes	..	9	..	..	9
Coal	boat loads	..	2	..	..	2
Cuttings	32 lbs.	..	2,249	..	..	2,249
Ditto	bales	..	154	10	..	164
Feigaõ (Black Beans)	sacks	47,204	8,985	..	15	56,204
Firewood	sticks	4,800	164,800	..	..	169,600
Flags	dozens	8	148	..	8	164
Goods not specified	bales or cases	443	660	..	3	1,106
Grease	32 lbs.	..	293	..	..	293
Hair	”	4,416	2,375	124	..	6,915
Ditto	bales	212	16	..	..	228
Hides, black cattle	number	1,400	63,383	2,327	..	67,110
Ditto, horse	”	..	445	..	..	445
Horns	”	35,238	34,625	..	..	69,863
Laths	dozens	..	633	..	..	633
Lentils	sacks	70	2	..	..	72
Maize	”	9,605	16,520	..	23	26,148
Ditto	heads	..	114,000	..	..	114,000
Ditto Flour	bushels	240	1,450	..	..	1,690
Mandioca Flour	”	113	53,184	..	600	53,897
Matté	32 lbs.	24	5,727	..	15,165	20,916
Ditto	bales	578	1,143	..	..	1,721
Mustard	sacks	10	..	..	8	18
Peas	”	511	2	..	..	513
Potatoes	”	..	1,050	..	..	1,050
Saddles	pairs	..	50	..	..	50
Ditto	parcels	..	105	..	..	105
Starch	sacks	..	105	..	..	105
Sugar, coarse caked	barrels	..	221	..	..	221
Tallow	32 lbs.	2,775	..	..	..	2,775
Ditto	masses	17	27	..	..	44
Ditto	barrels	14	..	..	..	14
Tiles	number	..	177,500	..	..	177,500
Timber, rounded	”	45	598	..	..	643
Ditto, Planks, large	dozens	..	45	..	..	45
Ditto, ditto, small	”	..	2,646	..	86	2,732
Ditto, Beams	number	..	109	..	..	102
Ditto, Rafters	”	..	427	..	..	427
Wax	32 lbs.	76	260	..	..	336
Ditto	rolls	32	..	..	..	32
Wool	32 lbs.	24	390	..	..	414
Xarque	”	48,617	1,100	..	..	49,717

It has not been possible hitherto to obtain the necessary statistics to complete the Tables for the whole year, but the information contained in the above appears sufficient for practical purposes, showing fully the nature of the trade.

The trade of the Port of Rio Grande may be judged of by the fact that during the twelve months ending the 30th June last, the receipts of the custom-house of this port and auxiliary of Saõ José do Norte were 1,508,261 milreis, about 1,634,000*l.*; and if the dues inwards and outwards are assumed to average 10 per cent., the value of goods passing through the Custom-house will amount to 1,634,000*l.*, of which about 50 per cent. may be directly dependent upon the trade of the United Kingdom, without taking into account the values of ships, freights, &c., engaged in the trade.

The subjoined Table, in continuation of those exhibited in previous Reports, shows for the past five years the number of British vessels trading to this port.

British Vessels entering Port of Rio Grande.

Years ending 31st Dec.	Entered.						Cleared.					
	Number of Vessels.	Tonnage.	Increase.		Decrease.		Number of Vessels.	Tonnage.	Increase.		Decrease.	
			In Number.	In Tons.	In Number.	In Tons.			In Number.	In Tons.	In Number.	In Tons.
1855 ..	44	6,617	7	723	..	..	41	6,557	10	1,579	..	..
1856 ..	34	5,300	..	..	10	1,317	40	6,037	..	..	1	552
1857 ..	55	8,381	21	3,081	..	..	51	7,898	11	1,863	..	..
1858 ..	43	6,263	..	..	12	2,118	39	5,750	..	..	12	2,148
1859 ..	49	6,653	6	390	..	..	50	6,852	11	1,102	..	..

The values of the cargoes conveyed in British vessels for the past five years, are shown in the following Table.

EXPORT TRADE in British Vessels.

Years ending 31st December.	Imports.	Exports.	Imports.		Exports.	
			Increase.	Decrease.	Increase.	Decrease.
	£	£	£	£	£	£
1855	114,531	58,812	43,291	..	..	10,697
1856	98,036	145,201	..	16,495	86,389	..
1857	243,744	249,477	145,708	..	104,276	..
1858	79,354	110,742	..	164,390	..	138,735
1859	122,917	178,216	43,563	..	67,474	..

Of the 49 British vessels which entered in the past year, 29, with cargoes to the value of 99,807*l.*, came to British houses; and of the 133 foreign vessels which entered in the same period, 10, with cargoes of the estimated value of 21,000*l.*, came also to British firms, making the total imports of such houses 120,807*l.* in the year 1859.

In the export trade the British merchants loaded 32 British vessels with cargoes to the value of 101,506*l.*, besides the usual proportion of foreign vessels.

ST. CATHERINE'S.

Remarks by Mr. Callender, British Consul at St. Catherine's, on the Shipping Returns of that Port during the year 1859.

OF the 7 British vessels that entered during the year, 5 arrived direct from Britain with coals. In Return No. 1 the value of the cargoes is estimated at 20 milreis a ton, equal to 2*l.* 1*s.* 8*d.* (exchange at 25*d.* per milreis.)

1 vessel put in in distress from Cadiz, bound to Rio Grande do Sul, and was sold here together with her cargo of salt, but the value does not appear in Return No. 1; and 1 from Isle of May, (Cape de Verdes) bound to the River Plate, put in for water and provisions.

The 3 Portuguese vessels from Setubal to Rio Grande put in to repair damages or for supplies; and some of their cargoes of salt were sold to pay expenses.

1 Russian vessel, from Litka to St. Petersburgh, put in to refresh.

Of the 23 American vessels, 5 came from the United States with coal for the United States' Government; 4 put in on their way to other ports and 1 of them was sold here, 1 came seeking freight, and 13 were whalers put in to refresh; some of them disposed of oil to defray expenses.

Ships of War.

No British ship of war has touched at St. Catherine's during the past year.

Several United States' steamers for the Paraguayan expedition put in for coals, &c.

1 French steamer ("Styx") from the Island of New Caledonia, bound to Brest, put in for coals, provisions, &c.

CHILI.

TALCAHUANO.

Report by Mr. Cunningham, British Vice-Consul at Talcahuano, on the Trade of that District for the year 1859.

DURING the whole of the year 1859, the country has been so convulsed by civil war as to paralyze commerce almost entirely in this province. Agriculture has been impeded, the crops on the ground destroyed and burned by the Indians, the cattle stolen and driven into the Indian country by thousands, the inhabitants murdered, and many of the women and children borne into a state of captivity; in consequence of which, the whole frontier has, and is being kept in a constant state of alarm and distress. The only branch of industry in the south which has made progress in the middle of these difficulties, is coal mining at Lota and Coronel.

At Lota the whole of the mines are the property of Messrs. Cousino and Son, natives of Chili, and are wrought by English and native coal miners on the English system, with the assistance of railways, steam engines, and wharves, and are now formed into a very complete establishment, at an expense to the owners of upwards of $1,000,000. The establishment was commenced in 1852, and only got into proper working order during the past year. The produce of the mines is at present from 4,000 to 5,000 tons of clean coal per month, and can be greatly increased when more labourers can be obtained.

The coal of these mines is at present being mined, screened, and embarked by contract, and at current prices leaves a clear profit to the owners of more than three dollars and a-half per English ton. Messrs. Cousino and Son are now having furnaces erected for the purpose of smelting copper ore with the refuse or small coal, and if this experiment succeeds, it will give an immense additional importance to the coal mines in the south of Chili.

The mines of Coronel are being wrought by several individuals to a much greater extent than even the mines of Lota, and the produce is greater; but as capital has not been employed to the same extent to economize labour, I have reason to believe that not one of the mines is at present paying the working expenses; excepting one, the property of Messrs. Cousino and Son, which is being wrought upon a more liberal scale than the others.

Good coal has just been discovered in the bay and port of Coleumo, which is the bay next to this on the north side of the entrance, and as the coal is found at a distance of only three hundred yards from the beach, where it can be embarked, the discovery may become of much interest.

Samples of very rich silver ore, gold quartz, and copper ore, have been found in the Araucano territory; but nothing can be done with either, until the Indians become under the dominion of some civilized Government.

CHINA.

FOOCHOWFOO.

Report by Mr. Medhurst, late British Consul at Foochowfoo, on the Trade of that Port for the year 1859.

Export Trade.

THE export of tea during the twelvemonth shews a notable increase, as compared with that of past years; 46,594,400 lbs., valued at $9,000,000, having been exported under all flags, against 27,989,600 lbs., valued at $5,400,000, in 1858; and 31,882,800 lbs., valued at $9,000,000, in 1857.

This has been carried to foreign countries in the following proportions: to Great Britain, 28,662,800 lbs., in 2 American, 1 Danish, and 31 British vessels; to the United States, 10,196,200 lbs., in 2 British, and 17 American vessels; to Australia, 6,221,400 lbs., in 1 American, 1 Danish, 1 Bremen, and 18 British vessels; and to the Continent of Europe, 1,514,000 lbs., in 1 British, 1 Russian, and 1 American vessel. The shipments to Hong Kong for India, Australia, and other places are not included; they may be estimated at 3,500,000 lbs.

The quantities of each sort may be estimated at:—

	lbs.
Congous	36,401,360
Souchong	1,601,050
Oolong	6,639,000
Scented	608,000
Flowery Pekoe	680,120
Green	664,870

Of other exports, consisting chiefly of fruit, seaweed, timber, olives, drugs, and such like Chinese or Chow-chow cargo, I can obtain no reliable data; their aggregate value, however, must exceed $2,000.000, which is about $52,000 above the estimate given in the returns.

Import Trade.

The Custom-house takes no public note of foreign imports, these being passed, when charged at all, under private arrangement. I have manifests handed in by British vessels, and memoranda have been given me by the other Consuls of their reports, but these afford only an approximate idea of the true quantity and value, and are scarcely to be depended on. The following Table, placed at my private disposal by a friend, may be relied on as a pretty correct estimate of the sales of foreign goods and manufactures during the twelvemonth, which includes, of course, any small quantities that may have been on stock at the commencement of the year.

Articles.		Quantity.	Value.
			$
T Cloths	.. pieces	33,100	82.750
White spot Shirtings	.. „	3,000	7,500
Coloured Shirtings..	.. „	1,000	3,700
New Sheetings ..	.. „	7,250	25,375
Drills	.. „	23,155	92,620
Grey Shirtings ..	.. „	48,950	137,060
White ditto ..	.. „	13,400	40,200
Long Ells	.. „	60	600
In stripes	.. „	764	18,336
Camlets	.. „	70	1,750
Brocades	.. „	5,840	26,280
Chintz	.. „	7,300	14,600
Velveteens	.. „	280	1,960
Lastings	.. „	160	2,720
Damasks	.. „	1,260	8,820
Handkerchiefs ..	number	91,480	5,717
Calico spot Shirtings	.. „	1,000	3,800
Turkey red Cambrics	.. „	2,080	6,656
Lead	.. piculs	23,150	185,200
Rice..	.. „	136,850	273,700
Sandal-wood ..	.. „	340	4,080
Cotton	.. „	280	4,340
Rattans	.. „	290	1,305
Total			949,069

Presuming from the above estimate, that foreign manufactures and import goods, to the amount of fully $900,000, have entered the port during the year, its general imports may be classed and valued as follows:

	$
Manufactured and other Foreign Merchandise	900,000
Chinese Manufactures and Chow-chow Cargo..	1,380,000
Opium, 6,000 chests	3,280,000
Treasure..	5,644,000

shewing a total of $11,204,000, or leaving treasure out of the question, an increase of more than $1,000,000 over the value of imports for 1858. The import of rice having declined fully one-half, as compared to that of 1858, one-third of this increase may be placed to the account of manufactures, and the remainder to that of Chinese and Chow-chow cargoes, the trade in which has also remarkably advanced.

Duties.

The duties, as usual, fall far short of the sum which should have been paid on all articles imported and exported, the return for import being absolutely nil., and that for export amounting to just about two-thirds of the total duties payable on tea alone. This fact has been represented to the authorities, and I hope it may induce them more readily to adopt the inspectorship system, when proposed for their acceptance.

NINGPO.

Report by Mr. Sinclair, late British Consul at Ningpo, on the Navigation of that Port during the year 1859.

I HAVE the honour to transmit the following Returns of the British and foreign trade to and from this port during the year ending 31st December, 1859:

1st. A comparative Table of the number and tonnage of merchant vessels of all nations which arrived at and departed from the port of Ningpo, distinguishing the countries to which they belonged, shewing a total of 203 vessels, of 45,305 tons, inwards; and of 199 vessels, of 44,418 tons, outwards.

2nd. A return of the British shipping at the port of Ningpo, amounting in all to 104 vessels, of 18,246 tons burthen.

3rd. A return specifying the quantities and value of the several articles of merchandize imported in 82 British vessels.

4th. A similar return of the articles exported.

5th. A return of the foreign merchant vessels, other than British, which have traded at Ningpo during 1859, indicating the ports and places from whence they arrived and for which they departed, and specifying the nature of their inward and outward cargoes.

6th. A return of the sales of opium at Ningpo during the year 1859, specifying the total number of chests sold during each month, and the monthly average price of each of the two species of drug.

The preceding returns relating to the British trade have been carefully compiled from the entries in the Register of shipping and manifest books kept at this office. The other, relating to the other foreign trade, have been taken from the Custom-house Reports in as precise a form as possible.

The return on the opium trade I am indebted for to a merchant who is engaged in that branch of business at this port.

There is a sensible diminution in the aggregate number of British vessels compared with that reported the preceding year. This falling off arises partly from the increased number of Hamburgh and other foreign coasting vessels which frequent the port, and may partly be attributed to the fact of several small British luggers no longer clearing through this Consulate, which in the preceding year used to enter themselves at this office.

The commercial activity of the Germans on this coast is entirely confined to the carrying trade on Chinese account, for which employment their vessels of moderate tonnage are well fitted. They average from 250 to 350 tons burthen, and are chartered and freighted by Chinese traders at a monthly hire of from $800 to $1,000.

The preference has in consequence been given by the natives on the coast to these vessels over the more expensive British vessels of larger tonnage on the coast. As noticed in my preceding Trade Returns, the junk trade on the coast is fast dwindling away, and gradually lapsing into foreign hands.

British vessels had for some time past been labouring under a serious disadvantage arising from the unequal levying of the tonnage dues, by means of which the Hamburgh and the other foreign vessels used almost to go free, while the whole amount was exacted from our own vessels. This was another material reason for the Chinese shipper preferring Hamburgh to British vessels, since they could hence afford to accept lower freights than our own coasting vessels.

But I am happy to say that I have been successful in preventing this injustice to our coasting vessels, and I find that the Custom-house is exact in collecting the same dues from foreign as from British vessels. Save the opium trade and some imports, chiefly on Chinese count, from our strait provinces the remainder of the nports and exports in these returns is absolutely hinese cargo, namely, the produce of the south for cal consumption and for re-exportation to the rthernmost ports, bartered against the produce of e north, which is in turn brought down in junks and ipped from hence as return cargo south.

There is little or no consumption of British cotton woollen manufactures to speak of, barring a few les of drills, shirtings, and Spanish stripes, re- ported from Shanghae, and a small quantity brought wn from that port in Chinese boats belonging to tive owners.

There are at present five British firms established in de in Ningpo. They are, with one or two excep- ns, commission agents for parties engaged in the ium trade at Shanghae. This constitutes their chief siness, and judging from the degree of prosperity inced by the acquisition of expensive land for the ction of business houses, the profits derived from it ist not be inconsiderable. But independently of is branch of trade, they accept the consignment of Hamburgh and other foreign vessels, and no doubt dually all the captains will put their vessels into eir hands; and this forms an additional source of n.

With the cargoes in these vessels the merchants on re have, however, nothing to do. Under the sent system the Chinese shipper sends his own percargo with the cargo, who regulates the sale and rchase with the native hongs. They, themselves, tle with the Custom-house the duties on their inward l outward cargoes, according to the native tariff, ich is less than the foreign tariff, and the system worked well and has occasioned no annoyance.

t is the wish both of the Chinese Custom-house and rchants, that this system should remain unaltered, while it is the expressed opinion of the British merchants, that the establishment of foreign Custom-house inspectors at this port is calculated to ruin the coasting trade in foreign bottoms, which at present offers so many chances of success. In conclusion, I venture the opinion, that the prosperity of Ningpo, as a port of call between the north and south, mainly depends on the degree of strictness with which the prohibition against the exportation in foreign vessels of peas and beans from the northern ports, shortly to be opened to our trade, will be observed.

The following is a comparative Table of the number and tonnage of merchant vessels of all nations which arrived at and departed from the port of Ningpo during the year ending 31st December, 1859, distinguishing the countries to which they belonged, viz. :

Nationality.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	104	18,246	103	18,186
American	8	2,860	8	2,860
French	2	655	1	440
Dutch	4	1,464	4	1,464
Belgian	1	500	1	500
Danish	11	2,544	10	2,078
Swedish	2	450	2	450
Hamburg	43	9,476	43	9,476
Oldenburg	7	2,400	6	2,254
Hanover	2	550	2	550
Bremen	3	981	3	981
Prussian	2	372	2	372
Spanish	3	473	3	473
Siamese (square-rigged)	9	3,435	9	3435
Brazilian	1	684	1	684
Peruvian	1	215	1	215
Total	203	45,305	199	44,418

TURN of the Quantities and Value of Merchandize exported from the Port of Ningpo to the under-mentioned Places, in 86 British vessels, of 17,183 tons, during the year ending 31st December, 1859.

Denomination of Articles.		Quantities.	Weight in Piculs.	To what Countries and Places Exported.	Estimated Value.
					$
Arms (re-exported)		..	10,792	Shanghae, Whampoa, Amoy, and Singapore	12,026
Beans		..	7,695	Amoy, Foochow, and Swatow	23,492
Bean-cake		..	6,694	Foochow, Amoy, and Chinchew	16,094
Brass-ware	(basons)	120	..	Amoy	2,400
Building materials :—					
Spars and planks		..	..	..	3,042
Charcoal		..	796	Shanghae	380
China-gass		..	2	Amoy	70
Chowchow cargo	packages	291	..	Chinchew and Whampoa	18,200
Cotton, raw	„	3,259	..	Foochow, Chinchew, and Amoy	36,167
Cotton-cloth, native	„	3,129	..	Foochow and Amoy	27,129
Fish, cured		..	679	Foochow and Swatow	5,154
Fruit, dried and preserved		..	269	Amoy	1,600
Grease	baskets	140	..	Amoy	1,000
Hams	packages	39	..	Amoy and Hong-kong	1,900
Hemp		..	30	Amoy	300
Kitty-sols	packages	540	..	Amoy and Shanghae	2,910
Linseed		..	1,030	Amoy	4,700
Mats	packages	607	..	Shanghae, Amoy, and Whampoa	5,026
Medicinal Drugs	„	2,769	..	Foochow, Amoy, Whampoa, and Singapore	40,250
Melon-seeds		..	3,362	Foochow, Amoy, Chinchew, and Swatow	16,946
Oil	jars and baskets	1,192	..	Foochow, Amoy, Chinchew, and Shanghae	16,080
Paint		..	37	Foochow	560
Peas, green, white, and yellow		..	82,529	Foochow, Amoy, Hong-kong, and Whampoa	201,726
Pea-jelly	jars	30	..	Hong-kong	300
lums or Prunes	packages	190	..	Shanghae and Foochow	950
Rice	bags	20	..	Foochow, Chinchew, and Singapore	80
Shamshoo Wine	jars	4,796	..	Foochow, Chinchew, and Singapore	3,845
Sea-weed	bundles	436	..	Foochow	2,900
Silk	packages	30	..	Amoy	4,160
Silk Piece-goods	pieces	180	..	Foochow and Chinchew	900
Tallow		..	88	Foochow	685
Tea, green		..	1,563	Shanghae	35,197
Tobacco		..	194	Foochow	3,033
Vegetables, cured		..	153	Amoy	1,160
ermicelli		..	18	Amoy	100
Wheat		..	16,131	Foochow, Amoy, Swatow, Singapore, Whampoa, and Chinchew	49,715
Ditto Buck		..	1,300	Singapore	3,900
Wool	packages	206	..	Whampoa	1,700
				Total $	545,777

RETURN of the Quantities and Value of Merchandize Imported into the Port of Ningpo, from the Places undermentioned, in 82 British ships, of 15,637 tons, during the year ending 31st December, 1859.

Denomination of Articles.		Quantities.	Weight in Piculs.	From what Countries and Places Imported.	Estimated Value.
					$
Alum		..	5,998	Ping-yang and Shanghae	6,453
Betel-nuts		..	694	Bankok and Singapore	1,332
Biche-de-mer		..	21	Singapore	500
Birds' nests		..	91	Bankok	1,720
Cassia		..	10	Singapore	520
Cotton	bales	250	..	Amoy	800
Coal (Formosa)		..	1,500	Formosa (kehung)	3,000
Crockery	barons	7,000	..	Foochow	1,260
Earthenware	jars	520	..	Shanghae	186
Ebony		..	7,790	Shanghae and Singapore	18,650
Elephants' Tusks		..	1½	Bankok	360
Fans	packages	670	..	Shanghae	630
Fish-skins		..	270	Ditto	2,260
Flints		..	2,602	Singapore	2,638
Flour		..	60	Chinchew	300
Fruit, dried		..	5,131	Foochow and Formosa	27,487
Glass-ware	boxes	3	..	Shanghae	240
Ground Nuts		..	272	Formosa	544
Hides		..	62	Bankok	1,200
Horns		..	28	Bankok	110
Indigo		..	450	Chinchew and Formosa	4,500
Iron		..	330	Bankok	1,540
Lakka		..	130	Singapore	700
Lead		..	674	Shanghae	4,950
Mangrove bark		..	2,484	Singapore and Penang	2,624
Medicinal Drugs		..	225	Chinchew and Bankok	1,460
Molasses		..	192	Chinchew	384
Mussels		..	150	Bankok	450
Olives		..	1,620	Foochow	1,334
Oranges		..	1,590	Ditto	1,670
Orange-peel		..	52	Ditto	170
Paper	packages	31,683	..	Ditto	40,767
Ditto, Packing	„	2,254	..	Ditto	3,022
Ditto, Joss	„	420	..	Ditto	4,500
Pearl-shell		..	40	Singapore	1,160
Pepper		..	618	Ditto and Penang	5,830
Rattans		..	400	Ditto	1,280
Re-exports:—					
Grey Shirtings	pieces	1,500	..	Ditto	4,550
White Shirtings	„	1,950	..	Ditto	5,050
Drills	„	6,900	..	Ditto	20,700
Dyed Cotton	„	300	..	Ditto	1,050
Iron	bundles	970	..	Ditto	1,600
Rice		..	22,022	Amoy, Formosa, Trinkiang, Siam, and Penang	41,428
Sandal Wood		..	355	Singapore	1,900
Sapan Wood		..	1,950	Chinchew, Bankok	4,050
Sea-weed		..	60	Amoy	180
Sharks' Fins	packages	18	..	Singapore	950
Steel	kegs	141	..	Ditto	1,128
Sugar		..	46,877	Chinchew, Amoy, Formosa, Bankok	249,108
Sugar Candy		..	725	.. ..	6,580
Sundries: Grass for rope $120, Guns $2,000, Pipe-stems $600, Artificial Flowers $150, Ship-Chandlery $1,000, Tobacco $100, Shells $1,500, Tinder $160, Cabbage $55		..	..	Maçao, Shanghae, and Foochow	5,685
Timber:—					
Junk's Masts	masts	264	..	Singapore	6,685
Rudder Pieces	pieces	104	..	Ditto	3,150
Orange Wood	„	1,225	..	Ditto	14,460
Iron Wood	„	84	..	Ditto	336
Maraboo Wood	„	10	..	Ditto	40
Kooteh Wood	„	600	..	Ditto	100
Steelyard Wood	„	1,800	..	Ditto	270
Beans	„	3,948	..	Ditto	8,392
Planks	planks	1,631	..	Ditto	720
Firewood	pieces	3,778	..	Ditto	1,060
Tin (block)		..	891	Ditto	18,412
Tin Plates	plates	50	..	Ditto	460
Tobacco Leaf		..	85	Foochow	500
Turmeric		..	30	Formosa	120
Vermilion	cases	11	..	Shanghae	330
				Total .. .. $	545,465

RETURN of the Sales of Opium at the Port of Ningpo during the year 1859.

Months.	Total Number of Chests.	Price per Chest.		Total Value in Sycee.
		Malwa.	Patna.	
		Taels.	Taels.	Taels.
January	224	425	490	1,017,000
February..	196	430	515	
March	213	445	525	
April	225	435	520	
May	214	415	500	
June	205	425	520	
July	189	440	530	
August	235	445	540	
September	185	435	548	
October	100	430	548	
November.	199	440	525	
December	120	460	540	
Total	2,305			

The above are the monthly deliveries at Ningpo, as ported from Shanghae.

Of this total quantity, probably 250 chests of Patna ere sold during the year, and chiefly during the onths of August to December, for exportation in the uthern junks to Formosa and Fuhhien.

The duty upon the opium up to the 15th December was fifteen taels per chest. On the 15th December, the duty on malwa was raised to twenty-one taels per chest. This increase of duty had the effect of stopping the opium trade up to the 20th, January, 1860, when business was resumed. The whole of the proceeds of opium is forwarded to Shanghae in Sycee.

COMORO ISLANDS.

eport by Mr. Sunley, British Consul at Johanna, upon the Trade of the Comoro Islands during the year 1859.

HE imports at Johanna this year may be valued at out 3,000*l*., and are chiefly articles of British anufacture. The only article of export worth men-oning is sugar, of which 277 tons were shipped to auritius.

There were 51 arrivals of vessels at Johanna during e year: viz., 15 British men-of-war, 3 French men--war, 8 British vessels, 3 French vessels, 16 American hale ships, 3 American vessels, 1 Danish vessel, Oldenburgh vessel, and 1 Arab vessel.

The loss of 3 vessels has been reported from this Consulate this year; viz., the bark "Jane and Isabella," of Shields, lost on Man-de-Nova on the 15th June; the brig "Stranger," of Jersey, abandoned off the Cape of Good Hope, on the 21st June; and the bark "Baretto Junior," of London, lost on a reef off the north-east of Mayotté, on the 25th October.

A small harbour on the south-west side of Johanna, and known as Pomony, has been frequently entered by Her Majesty's vessels during the year. It is a safe anchorage in all weathers, and would make an excellent coaling station for Her Majesty's steamers cruising on the East Coast of Africa.

At Mohilla and Comoro the trade is very small. From Magotté about 750 tons of sugar have been exported this year.

DENMARK.

eport by Mr. Taylor, British Consul at Elsinore, on the Trade and Shipping of Denmark, the Duchies of Slesvig and Holstein, and the Enclaves of Hamburgh and Lubeck (included in the Customs'-Union), for the year 1859.

HE total trade for the year 1859 show, as com-ared with that of the previous year, an increase of 10,171 tons in weight, or in value 1,662,488*l*., of hich 1,033,916*l*. fell upon the imports, and 658,572*l*. pon the exports.

The comparative state of the trade during the follow-g four years was as follows:—

	Imports.	Exports.	Total.
	£	£	£
859	6,639,103	4,440,551	11,079,654
858	5,635,187	3,781,979	9,417,166
857	7,236,934	3,920,750	11,157,684
856	7,591,699	3,837,229	11,428,928

And from the results of 1859 it must appear that the import trade, which had been gradually increasing until it received a sudden and severe check from the lamentable effects of the crisis, is fast recovering its position, and that the exports of the agricultural produce of Denmark, although materially effected by the same causes, and by two seasons of drought, are nevertheless (through the improvements which have been introduced into the system of farming, and the additional surface brought annually into cultivation by the working up of heath and the drainage of boggy lands) steadily increasing.

The extent to which the agricultural products of Denmark have augmented during the last two decenniums may be seen by the fact that the average annual exportation of grain was as follows:—

	Quarters.
1820—1829..	884,000
1830—1839..	901,000
1840—1849..	1,258,000
1850—1859..	1,523,000

Thus 1830–39 shows an increase of only 2 per cent. upon the average export of the previous decennium, whereas the period 1840–49 shows an increase of 39½ per cent., and 1850–59 of 21 per cent. The exports of butter between 1820–29 averaged 48,000 barrels, between 1830–39 58,000 barrels; in 1856 the export of this article had risen to 82,000 barrels, or an increase since 1839 of 42 per cent.

It is true the exports had fallen considerably during the years 1857, 1858, and 1859, but these were seasons of extreme drought, from which the cattle suffered so severely through the scarcity of grass fodder and water, that these cannot be taken as any proof of diminution in the product of butter; on the contrary, it is presumed that the present year, which has been wet and beneficial to the grazing lands, will have given a supply of this article equal both in quantity and quality to any previous one.

Already in the year 1841 more attention began to be given to farming in this country. During that and the two following years a deal of speculation took place in the purchase of land, and from this period may be dated the spirit of improvement which has since been developed in agricultural matters; called for indeed by the higher prices paid for the land, which at that time rose above 100 per cent., and has since, in the neighbourhood of the larger towns in particular, greatly increased.

The vast extent of heath and waste land in Jutland, which will doubtless by degrees be brought under the plough, the projects either already in execution or proposal for gaining land from the sea and friths in different parts of the country, as also for draining and bringing into cultivation swampy lands and shallow lakes, together with a great extent of land in the hands of small farmers whose means do not admit of speedy operations, which is still open to much improvement both by manuring and draining, leave room for the anticipation that the agricultural products of Denmark will, at no very distant period, have so augmented as to leave a surplus for export reaching in value the amount of the imports, the difference being now, if we take the average market prices instead of the official rates at which the articles of agricultural produce are calculated, being only about 1,000,000*l*.

The weight and value of the principal articles of merchandize imported in the year 1859 were—

	Tons.	Value.
		£
Ashes (Potash and Soda)	4,521	125,584
Ribbons	68	92,571
Cotton Yarns	2,278	336,686
Cotton Goods	1,251	348,662
Firewood	27,040	16,180
Spirits (597,316 gallons)	2,557	110,825
Fish	5,899	82,459
Fruits—Raisins and Currants ..	3,428	94,800
Sowing Seed	1,970	70,065
Glass Wares	1,745	35,328
Hemp	2,568	80,051
Flax	525	26,070
Linseed	6,595	52,930
Iron and Iron Wares	31,682	540,062
Indigo	99	65,914
Coffee	8,753	291,770
Clothing..	40	42,774
Grain, Flour, and Meal	28,877	153,148
Linen Yarn	304	48,486
Linen Goods	985	92,721
Oils	1,535	45,576
Rice, Rice-meal, and Paddy.. ..	4,870	125,900
Salt	22,168	34,676
Silk and Silken Goods	53	122,200
Skins and Hides	1,264	83,740
Coals	322,230	313,280
Earthenware	1,199	42,646
Sugar, Syrup, and Molasses.. ..	27,566	707,261
Tobacco, raw and manufactured ..	4,885	240,523
Wood and Timber..	238,912	403,605
Wool	475	21,124
Woollen Yarn	128	70,410
Woollen Goods	778	599,300
Wines (809,837 gallons)	3,587	89,010
All other Articles..	113,541	1,032,766
Total	874,376	6,639,103

The principal increase took place on the following articles:—

	£
Cotton Yarns..	93,000
Cotton Goods..	51,000
Sowing Seed	28,000
Hemp	32,000
Linseed	28,000
Iron and Iron Wares	29,000
Coffee	25,000
Grain	27,000
Coals	52,000
Sugar	110,000
Tobacco	48,000
Timber and Wood	84,000
Woollen Goods	119,000

The following were the chief articles of export:—

		Quantity.	Value.
			£
Bones	tons	3,270	7,267
Spirits of Corn and Potatoes ..	galls.	525,665	45,820
Bread (ship)	tons	763	10,167
Sheep and Lambs	head	40,445	13,481
Cattle	„	50,170	334,467
Calves	„	10,983	19,525
Pigs and Swine	„	55,769	61,739
Horses	„	17,632	146,933
Bacon	tons	2,629	70,119
Meat	„	1,229	32,360
Grain	qrs.	2,042,727	1,988,996
Beans	„	21,255	23,617
Rapeseed	„	110,946	197,240
Linseed	„	5,422	7,832
Potatoes	tons	13,565	15,073
Skins and Hides	„	2,986	171,456
Oilcakes	„	10,133	45,040
Oil	„	728	24,832
Paper Stuff	„	1,205	16,077
Butter	„	6,318	313,400
Cheese	„	289	6,424
Wool	„	1,823	66,105
All other Articles		..	822,581
Total		.. £	4,440,551

The articles on which the most important increase had taken place being grain 311,000, rapeseed 228,000, and linseed 3,766 quarters; spirits 217,000 gallons; cattle 10,767, sheep 11,731, pigs 14,967, and horses 8,602 heads; bacon 1,100, oilcakes 2,644, and paper stuff 383 tons.

The trade fell on the different divisions of the country in the following proportions:—

	Imports.	Increase.	Exports.	Increase.
	£	per Cent.	£	per Cent.
Kingdom of Denmark	3,901,701	25	2,111,898	16¼
Of which Copenhagen.. ..	2,600,971	..	765,552	..
Duchy of Slesvig..	992,680	10	545,569	33½
Duchy of Holstein	1,698,515	8¼	1,756,605	14

And the most important was carried on with the following countries, to the extent and in the proportions for the kingdom and for the duchies specified:—

	Denmark.		Slesvig.		Holstein.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
	£	£	£	£	£	£
Hamburgh	845,472	57,724	524,353	76,901	991,813	915,558
Great Britain	978,558	971,411	114,466	257,318	82,875	156,393
Altona and Wansbeck	69,052	37,128	96,099	110,519	246,282	398,508
Sweden	224,439	237,815	71,521	7,641	28,265	2,114
Norway	225,316	283,805	6,447	19,765	1,030	8,008
Holland	101,529	117,198	16,777	33,824	16,407	76,460
Russia	216,297	38,107	64,257	3,206	14,688	2,162
Lubeck	81,996	14,753	12,701	2,381	76,288	85,909
Prussia	131,472	105,290	29,398	3,245	25,351	19,997
Bremen.	93,641	1,213	44,438	3,333	57,849	4,841
South America	113,355	1,324	..	..	76,564	..
Danish West Indies	145,982	12,118	8	18,481	..	..
Mecklenburgh	142,742	16,225	57	537	2,344	12,951
Foreign West Indies	123,302	34	..	..	43,567	..
Iceland	81,499	82,739	461	475	..	..

Comparing these figures with those in the Table for the previous year, it is found that the total trade with Great Britain and with Hamburgh had increased to about the same extent; the augmentation on the first being 374,809*l.* (imports 186,863*l.*, exports 187,946*l.*), on the second 388,093*l.* (imports 350,142*l.*, exports 37,951*l.*) With respect to the imports into Denmark from Hamburgh, it must, however, be remarked that a large amount of these goods are of British manufacture, and our country therefore derives an indirect benefit from this trade.

The income of the Customs' duties on the goods entered for consumption in the year 1859 was 729,565*l.*, or 72,946*l.* more than the previous year, but still 35,619*l.* short of that in 1857.

The quantity of spirits produced from the distillation of corn and potatoes during the year 1859 was as follows:—

	Quantity.	Of which exported.
	gallons.	gallons.
In Denmark*	7,558,498	333,897
In Slesvig	1,009,531	32,686
In Holstein	931,229	149,859
Total	9,499,258	
Foreign imported	597,316	
	10,096,574	
Foreign and Home Product exported	525,666	
Leaving	9,570,908	

for the consumption of the country, which is about the quantity at which this has been estimated: namely, in Denmark 4⅔, Slesvig 2½, and Holstein 1½ gallon per individual.

The following Tables give the number and tonnage of the shipping engaged in the trade of Denmark and the duchies during the year 1859.

IN THE FOREIGN TRADE.

	ENTERED.			CLEARED.		
	Vessels.	Tons.	Cargo.	Vessels.	Tons.	Cargo.
			Tons.			Tons.
American	3	2,164	452	2	1,144	..
Bremen	3	472	419	2	419	..
British	249	34,935	32,079	263	36,749	5,150
French	13	1,376	910	13	1,396	698
Hamburgh	576	11,119	4,971	518	10,862	4,948
Hanoverian	1,868	33,683	18,209	1,818	32,623	17,229
Heligoland	56	401	55	54	375	111
Dutch	212	14,936	11,456	236	16,617	6,617
Italian	1	275	221	1	275	..
Lubeck	102	2,738	1,853	106	2,788	1,225
Mecklenburgh	146	23,045	21,613	149	22,068	702
Norwegian	2,118	71,653	68,353	2,132	72,781	18,510
Oldenburgh	23	1,390	717	22	1,388	698
Prussian	441	30,058	27,169	433	29,411	3,738
Russian	314	56,266	54,333	310	56,142	1,722
Spanish	1	269	269	1	269	23
Swedish	3,467	102,255	97,814	3,428	103,426	8,772
Danish	13,535	399,218	312,424	13,626	424,909	244,586
Steamers { Danish ..	392	..	12,998	566	..	11,429
Steamers { Foreign ..	856	..	19,294	1,347	..	62,292
Ships calling { Danish ..	519	..	1,944	572	..	15,854
Ships calling { Foreign ..	615	..	2,175	613	..	3,472
Total	25,510	786,253	689,728	26,212	813,642	407,776
Increase above 1858 ..	3,086	..	96,321	3,090	..	47,911

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* Copenhagen, 2,199,619 galls.

In the Coasting Trade.

	ENTERED.			CLEARED.		
	Vessels.	Tons.	Cargo.	Vessels.	Tons.	Cargo.
			Tons.			Tons.
British	7	960	206	5	404	..
Hamburgh	41	1,086	394	45	1,172	299
Hanoverian..	82	2,268	286	90	2,549	160
Dutch	53	3,346	279	44	2,768	148
Lubeck	7	225	..	4	177	..
Norwegian	20	942	57	20	942	190
Oldenburgh	1	50	..	2	100	..
Prussian	9	524	44	9	364	44
Russian	1	69	..	2	268	4
Swedish	28	1,345	423	25	1,230	370
Danish	43,506	780,144	392,539	43,357	781,358	372,671
Steamers { Danish ..	3,680	..	47,346	3,222	..	45,738
Steamers { Foreign ..	187	..	8,734	147	..	8,098
Ships calling { Danish ..	1,793	..	4,134	1,994	..	15,456
Ships calling { Foreign ..	92	..	32	15	..	40
Total	49,507	790,959	454,474	48,981	791,332	443,218
Increase above 1858 ..	3,573	..	39,301	3,596	..	31,325

The tonnage of merchandise imported from foreign parts was still 133,699 tons less than in 1857: of that exported thereto, on the other hand, 32,459 tons greater.

Of the foreign shipping engaged in that trade with Denmark, the Swedish, Norwegian, and Hanoverian were the largest in number, being 78 per cent. of the whole, but these ships carried only 54 per cent. of the merchandise imported, their average register tonnage was but 28 tons, and the stowage of the goods 89 per cent. of their tonnage; whereas the ships of Great Britain, Prussia, and Russia averaged 120 tons register, the merchandise 93 per cent. of their tonnage: in other words, although only 10 per cent. in number, they carried 33 per cent. of the whole quantity of goods imported in foreign sailing ships. The Danish sailing ships engaged in that trade neither averaged more than 30 tons register, but they carried 47 per cent. of all the goods thus imported.

The part which the Danish shipping have taken in the foreign trade during five years, may be seen by the following statement:—

	Entered.		Cleared.	
	Tons.	per Cent.	Tons.	per Cent.
1855.. ..	277,697	41·1	197,390	65·4
1856.. ..	336,573	41·4	206,348	73·4
1857.. ..	346,305	44·4	224,515	74·7
1858.. ..	288,224	57·7	215,619	77·7
1859.. ..	312,424	47·8	244,586	77·7

The trade between Great Britain and Denmark comprised in 1859, 397,255 tons of goods, or 48,299 tons more than in 1858, and of these goods British sailing ships carried—

	Denmark.		Slesvig.		Holstein.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
To	169	25,934	7	606	27	3,970	203	30,510
From	55	3,691	6	384	22	339	83	4,414

The Danish shipping carried 66½ per cent. of the goods from, and 90 per cent. of those to, Great Britain, about 4 per cent. less than in 1858; and they partook of the carrying trade between this country and Norway with 32 per cent., Prussia 44 per cent., Russia 19 per cent., Hamburgh 81 per cent., Holland 50 per cent., Belgium 60 per cent., and France 44 per cent.

The carrying trade by steam vessels, Danish and foreign, and in the coasting and foreign trade, which in 1855 amounted to 5,191 ships carrying 118,916 tons of goods, had augmented in 1859 to 10,397 ships, with 215,929 tons of goods.

The shipping trade of the principal ports was, inwards and outwards—

	Vessels.	Increase.	Registered.	Increase.	Cargo.	Increase.
			Tons.	Tons.	Tons.	Tons.
Copenhagen	19,574	2,924	759,620	114,422	424,629	51,556
Flensburg	3,691	372	114,463	15,877	66,492	9,240
Kiel*.	7,077	1,174	188,622	36,286	100,520	17,056
Altona†	12,427	1,364	366,889	28,033	210,412	17,804

The registered shipping in the year 1859 consisted of—

	Vessels.	Increase.	Registered.	Increase.
		Tons.	Tons.	Tons.
Denmark	2,790	57	145,697	2,817
Slesvig	1,544	2	61,748	811
Holstein	1,326	42	44,973	1,515

* Increase above 1857—Vessels, 1,693; Registered Tons, 30,410; Cargo (Tons), 15,906.

† Increase above 1857—Vessels, 411; Cargo (Tons), 770.

And of this number the steam shipping amounted to—

	Vessels.	Increase.	Tons.	Increase.	Horse-Power.	Increase.
Denmark	40	5	4,072	562	2,743	227
Slesvig	15	3	960	291	641	155
Holstein	1	..	140	6	50	..

ST. THOMAS.

Report by Mr. Lamb, British Consul at St. Thomas, on the Trade of that Island during the year 1859.

I have now the honour to enclose to your Lordship the report of the British trade here for the past year. The Returns regarding shipping and imports I have made up I believe from reliable sources, in default of official statements; such not being published by the Government of the Danish islands.

Since my last Report, at the end of the year 1858, there has been no change in import duties or of the enactments affecting the commerce of the island. At Porto Rico, with which a large trade is carried on, a reduction of four and a-half per cent. has been made on the duties levied on importation from this port, which, with further concessions expected to be granted, it is hoped will benefit business and increase the demands for goods here.

The general business during the past year has fallen short of expectations and of that transacted during the previous year. This is accounted for by the deficiences in the crops of the neighbouring islands, which has kept collections of outstanding debts back, and impaired the resources of residents in Porto Rico, Cuba, St. Domingo, Curaçoa, and the Spanish Main, the principal countries which are supplied from this island; the consumption of imported goods on the spot being very limited.

During the past year 262 British vessels (say 47 ships, 25 brigs, and 120 schooners) have entered this port, in which number are not included Her Majesty's ships of war, royal mail steam-packets, and a large amount of small boats and vessels engaged in the coasting trade, which arrive very frequently. The gross British tonnage of the aforesaid vessels, with the above named exceptions, is 40,490 tons, against 48,865 tons in the previous year, showing a deficit of 8,375 tons.

The imports from Great Britain during the past year amount in all to $2,166,778, or 451,412*l.*; of which $607,502, or 126,562*l.* were in British, and $1,559,276, or 324,849*l.*, in foreign vessels; but this declared value probably falls considerably short of the real value of imports, as the simple declaration of the importer is taken.

As usual, a large quantity of coals have been imported for the use of the Royal Mail Steam Packet Company's and other vessels, amounting to 48,865 tons; of which 15,521 tons, value $31,042, or 6,747*l.*, were in British vessels; and 32,344 tons, value $64,688, or 13,476*l.*, in foreign vessels. A supply of coals is kept, to the extent of a few thousand tons, by private parties, for the supply of foreign ships of war and transient steam-vessels; Her Majesty's ships being supplied to date from the importations of the Royal Mail Steam Packet Company.

During each month the arrivals of British mail packets here average about ten, the crews of which amount to about a hundred and twenty each. Among these and British and foreign seamen the mortality during the year 1859 has not been large, compared with that of some former years, the island having been till about the end of September quite healthy, since which time some fever has appeared. Regarding the origin and nature of the fever which prevails at certain periods in most of the West India possessions, British and foreign, there are many opinions. All, however, I believe of persons who have had practical experience of the disease unite in considering it as non-contagious. I notice that a good deal of anxiety has lately been evinced regarding the mortalities from fever on board some of the Royal Mail Company's ships, and particularly those engaged in the Atlantic voyages; and that in consequence it is rumoured that Her Majesty's Government intend to remove the Royal Mail Steam Packet Company's ships from this island. It is much to be deplored that this disease should have prevailed to the extent it has, but from my long residence here, and my knowledge of the West Indies generally, I do not think any good, as far as alleviation of the disease goes, would be accomplished by the change, while on other accounts the advantages offered by the central situation of this island and its excellent harbour will scarcely be met with elsewhere. My impression, and I believe it is a general one, is that wherever the mail packets go they will carry fever with them, as they no doubt have brought it here; but whether this has arisen from its import from Navy Bay, from gas from the immense stock of coals on shore and in the ships, or from impurities in the water of the harbour it is difficult to say with any certainty. An opinion having arisen that the latter cause has in a manner generated or increased the disease, has induced the Danish Government to determine upon cutting a canal to the westward of the harbour, so as to create a current to the open sea, in the expectation that the impurities of the water in the harbour will be thus drawn off. This measure has been strongly recommended by many officers in Her Majesty's service, and other competent persons who have visited this place.

The local Government here is, unfortunately, subject to that of the general Government centred at St. Croix, an agricultural colony entirely, on which account many of the ameliorations in the harbour and otherwise, which the Supreme Government does not sufficiently appreciate, are delayed, notwithstanding the earnest wish of the authorities here to do all they can for the sanitary and other improvements of the island. But I have now the authority of his Excellency the Governor of this island to inform Her Majesty's Government that the cutting of this canal will be carried out with as little delay as possible.

The following official Return of the deaths here from yellow fever since 1836, the earliest date when a record was kept, to 7th December past, with which his Excellency the Governor has kindly furnished me.

In 1836	3
1837	1
1838, 1839, 1840, and 1841..	–
1842	7
1843	12
1844	7
1845 and 1846.	–
1847	2
1848, 1849, 1850, and 1851..	–
1852	260
1853	186
1854	12
1855	204
1856	113
1857	198
1858	76
1859	79
Total.	1,160

Report by Mr. Lamb, British Consul at St. Thomas, on the Trade of that Island during the year 1860.

The arrivals of British tonnage during the past year, without including Her Majesty's ships of war and mail packets, are in excess of those of 1859 by 9,738 tons, the amount in that year being 40,490 tons, and in 1860 50,228 tons, say 59 ships, 123 brigs, 173 schooners. Besides this amount of tonnage there are many arrivals of small coasting vessels, from Tortola and neighbouring islands, which are not included in the foregoing.

The trade of the island during the past year has been fully an average one, exceeding that of the foregoing year, which was rather limited. The imports from Europe into Venezuela, St. Domingo, and some other quarters with which business is transacted here, also having lately been limited; the unsettled state of these countries having curtailed their credit in Europe and America, there has been a pretty heavy demand here for supplies to meet actual wants, and a large amount of European importations have been disposed of, British imports figuring advantageously in value. The imports from Great Britain during the year have been in all $2,420,825, or 484,165*l.*; of which $821,184, or 164,236*l.*, in British, and $1,599,641, or 319,928*l.* in foreign vessels; shewing an increase in the value of imports in the past year over that of 1859 of $254,047, or 50,809*l.* The imports of coals for the past year not included in the foregoing amount have been about equal to that of the previous year, 47,497 tons, in value $118,746, or 23,749*l.*; of this quantity 45,677 tons were for the use of the ships of the Royal Mail Steam Packet Companies, and the balance meets the wants of steam ships calling here casually, and the supply of a Spanish line trading between this port and Havana. Of the total imports of coal 8,678 tons have been in British and 38,819 tons in foreign vessels.

There have been no changes here during the past year in duties or regulations affecting British trade or British vessels frequenting the port.

The island, I am glad to say, has been during the year exceedingly healthy, and I do not recall any cases of yellow fever, which during some past years was so fatal here and in other parts of the West Indies.

By adding to the before specified amount of British shipping frequenting this port the tonnage of ships carrying Her Majesty's mails, it will be seen that a large number of British seamen visit this place in the course of the year. The regulations in force with regard to them are the same as are applicable to Danish and other seamen, and there is nothing in them to complain of.

ECUADOR.

GUAYAQUIL.

Report by Mr. Mocatta, British Vice-Consul at Guyaquil, on the Commerce of the state of the Ecuador through the port of Guyaquil, during the year ended 31st December, 1860.

The foreign commerce of the Ecuador has been considerably affected by the political state of the country during the last two years by the invasion of the naval and military forces of Peru, and subsequently by the intestine disturbances of the Republic: nevertheless it shows a decided tendency to increase.

The following is a comparative statement of the value of the merchandise imported and exported in each of the last five years:—

	Imports.	Exports.
	£	£
1856	395,739	389,484
1857	681,000	741,162
1858	506,456	474,524
1859	286,918	462,403
1860	428,877	632,528

The merchandise imported during the last year consists of the following articles:—

	Estimated Value.
Cotton Manufactures	134,695
Linen ditto	16,723
Woollen ditto	29,243
Silk ditto, and Raw	11,691
Haberdashery and Hosiery	4,795
Thread and Tape	2,604
Wearing Apparel	493
Hardware	30,826
Metals—Iron, Copper, Lead, &c. ..	3,361
Earthenware, Porcelain	6,941
Glassware	2,725
Naval Stores	1,463
Oil, Paint, &c.	4,778
Soap, Candles, Wax	9,920
Grocery	51,950
Flour	21,003
Wine	19,682
Spirits and their compounds . ..	23,383
Ale and Porter	1,698
Drugs, Spices, &c.	2,274
Dye Stuffs	1,933
Stationery and Books	5,137
Furniture	8,436
Arms and Ammunition for private use	3,722
Miscellaneous Articles	32,890
Total	£432,626

The preceding articles have been imported in the following vessels:—

Nationality.	Vessels.	Tons.	Value of Cargoes.
			£
British	45	45,751	113,885
Equatorian	35	1,406	8,000
Peruvian	123	6,042	70,841
Chilian	10	1,820	30,000
Spanish	13	4,683	159,800
French	3	1,422	12,100
United States	7	2,938	44,000
Hamburgh	1	448	3,000
Prussian	1	522	1,000
Total	238	65,032	432,626

The average rate of exchange during the year 1860 has been about 6 dollars of currency to the pound sterling.

No alteration in the Custom-house tariff has taken place, but a new tariff is projected.

The following is a statement of the quantities and value of the various articles, the produce of the Ecuador, during the year 1860.

Nature of Produce.	Quantity.	Price.			Total Value.
		£	*s.*	*d.*	£
Cocoa .. .. quintals	167,617	1	16	8	307,298
Straw Hats .. dozens	28,447	4	0	0	113,788
Timber .. .. logs	6,837	2	0	0	13,674
Mangrove .. poles	6,491	0	2	0	649
Tanned Hides .. halves	21,826	0	10	0	10,913
Tobacco .. quintals	3,040	5	0	0	15,200
Bark .. .. „	915	4	0	0	3,660
Canes.. .. mil	70,934	4	0	0	2,836
Coffee .. quintals	1,433	2	0	0	2,866
Tamarinds .. „	491	1	0	0	491
Sarsaparilla .. „	99	2	10	0	247
Orchilla .. „	2,7661	4	0	0	107,044
Firewood .. tons	647	0	8	0	258
Gold and Silver Coin $	258,828	..			51,765
Caoutchouc .. quintals	503	2	0	0	1,006
Twine . .. lbs.	2,615	0	2	0	261
Hammocks	600	0	16	0	480
Vanilla .. lbs.	81	1	4	0	92
Total	..	..			632,528

The articles specified in the preceding statement have been exported in the following manner:—

Nationality.	Vessels.	Tons.	Value of Cargoes.
			£
British	44	45,323	199,400
Equatorian	35	1,406	4,000
Peruvian	123	6,042	57,620
Chilian	8	1,411	8,000
Spanish	13	4,683	317,308
French	2	873	12,000
United States	6	2,661	14,200
Sardinian	1	311	1,000
Danish	1	245	1,000
Prussian	1	522	10,000
Dutch	2	336	8,000
Total	236	63,813	632,528

Observations on the different Productions of Ecuador.

Cocoa maintains a high price, and the cultivation is increasing. The quantity exported exceeds considerably that of the previous year. An abundant crop is announced for this year.

Straw Hats.—The demand for the ordinary sort continues to decrease, probably on account of the concurrence of those of New Granada and Peru, but the finer sorts maintain their prices.

Tobacco.—The crop of 1859 having been rather scarce, the demand in the foreign markets has increased the price here: that of last year was very abundant, but the quality inferior.

Bark.—The finer sorts are still very scarce, and the quantity exported much less than in previous years.

Orchilla.—The demand and price are on the increase, owing to the great consumption of this article in England.

Coffee.—The coffee of the Ecuador is of as good a quality as that of Costa Rica, and always in demand. A larger quantity is not exported for want of labourers to cultivate it, and also because the greatest part of the crop is consumed in this country.

Caoutchouc has decreased in quantity for want of labourers, but is in great demand.

Regarding the other articles specified in the statement of exports nothing of note can be said.

There is a remarkable difference between the values of exportation and importation, attributable to continued and extensive smuggling.

The exportation of produce by the way of Panama is rapidly increasing, as much because the Pacific and Atlantic Steam Companies have connected to give through bills of lading, and reduce their rates of freights, as because the port of Colon is daily becoming more important, owing to the arrival of sailing vessels from Europe and the United States.

The port regulations and dues continue unchanged. The Government has decreed that, in order to prevent fraud, tonnage dues be exacted on coasting vessels, not on register tonnage, but on measurement.

FRANCE.

ALGIERS.

Report by Mr. Bell, British Consul-General at Algiers, on the Trade of that District during the year 1857.

With respect to the imports the result as to commercial relations with France has not been unsatisfactory, but with foreign countries there has been a decrease.

There has been an increase in the consumption of grease on account of the scarcity and higher price of olive oil; and, owing to new buildings in various quarters, there has been a considerable importation of timber; and also an increase in soap, porcelain, glass, crystal, and paper; but there has been a sensible diminution in the importation of tissues in 1857. I may note that 1,624 lbs. of quinine were imported at Algiers.

The imports at Algiers in 1857 amounted to 2,156,084*l.*, being a decrease of 61,362*l.*, as compared with 1856.

The total value of imports into Algeria in 1857 amounted to 4,191,854*l.*, being a decrease of 164,798*l.*, as compared with 1856.

With regard to exports, the same causes which exist in 1856 have prevented the export of grain. There has been an increase in the export of cattle and leeches; but more especially of wool and raw hides, wax, salt fish, coral, horns, bones, tobacco, "crin vegetal" of the dwarf palmetto, as a substitute for horse hair, and lead ore.

There has been a decrease in the export of dry vegetables and fruit, olive oil, canes, the leaves of the dwarf palmetto for the manufacture of paper, and of iron ore.

The value of exports at Algiers in 1857 amounted to 906,276*l.*, being an increase of 101,424, as compared with 1856.

The total value of exports from Algeria in 1857 amounted to 1,275,117*l.*, being a decrease of 288,912*l.*, as compared with 1856.

BORDEAUX.

Report by Mr. Scott, British Consul at Bordeaux, on the Trade of that Port for the year 1859.

The trade of Bordeaux generally during the past year does not present any notable difference to that of the year preceding. A slight improvement however may be noticed. Thus the general navigation of 1859 is superior to that of 1858 by 87,076 tons inwards, and 78,179 tons outwards. In this increase British shipping figures for 10,479 tons inwards, and 12,800 outwards. It must be nevertheless remarked, that in spite of this increase of tonnage the total amount of imports and exports has not undergone any important alteration, and this may be accounted for by a larger number of ships having arrived and sailed in ballast or only partly laden.

In the imports there has been improvement in cocoa, coffee, Dutch cheese, deals, and staves; and a decrease has taken place in cotton, guano, iron of all sorts, rice, saltpetre, spirits, and dye-wood.

The importation of British coal has not increased.

In the exports an improvement is apparent in coals, wheat flour, and more especially in wines and spirits. With the exception of Indian corn and vinegar, there has been no noticeable decrease in other articles.

In seeking for the causes of the stagnation of the commerce of Bordeaux during the past year, one is led to attribute them chiefly to the following: first, the scarcity and consequent high prices of all wines and spirits; second, the prolonged uncertainty created by the state of political affairs; third, the expectation of a revision of the Customs' tariff as regards colonial produce; and fourth, the anticipation of a commercial Treaty between France and Great Britain.

The vintage of 1858, though scarcely equal to two-thirds of an average crop, was far more abundant than in preceding years, and the appearance of the vines in the early part of 1859, which held out great promise, contributed to give considerable activity both to purchases here and to shipments. The excess of the latter over the previous year amounted to 5,198,713 gallons. It is probable that but for the untoward change in the promise of the crop which occurred later, and eventually caused a great falling off both in the quantity and quality of the wine of 1859, these shipments would have been even more important; but the rise in the price of wine, consequent on the renewed scarcity, checked the otherwise sustained demand from abroad. Perhaps also the hoped for reduction on the duty of wine in England tended to stay speculations for that country.

The Italian war, and the apprehension of complications which it might tend to entail, had a large share in impeding the extension of business. Great uneasiness and mistrust were raised; and, as usual, on these occasions when confidence is alarmed, capital was shy, so that commercial operations, principally those beyond sea, if not wholly arrested, were greatly reduced.

The anticipated modifications of the customs laws affecting colonial produce, and the expectation of the early conclusion of a Treaty of commerce with England, tended to delay commercial operations, for few ventured to embark in new speculations till these two important measures were completed.

It may then be reasonably asserted that all these causes combined exercised a considerable influence on commerce in Bordeaux during the year 1859, and it may be inferred that but for them a far more extended trade would have been opened to it.

The number of vessels belonging to the port of Bordeaux on the 31st of December, 1859, amounted to 459, measuring 131,602 tons; of which 28, measuring 8,939 tons were built in this port during that year.

As stated in my former Reports, the duties here generally being levied by the weight, measure, or number, and no invoices being produced by the merchants at the Customs, it is impossible to ascertain the invoice value of cargoes imported or exported.

It must also be observed, that owing to the absence of correct price currents or accounts of sales, the exact prices of goods in this market are not to be procured.

In summing up the question relating to the general state of the commerce of Bordeaux and its probable future prospects, it is not unreasonable to expect that the Treaty of commerce with England, and the long-wished-for modification of the Customs' tariff on colonial produce, may eventually restore to this port a portion of that prosperity to which its importance as a maritime and commercial city entitles it.

Although the feelings and tendency of the inhabitants of Bordeaux be decidedly on the side of an entire freedom of commerce, there exists, as in many other parts of France, a certain number of protectionists who have viewed with regret and dislike the Treaty of the 23rd January, 1860. Among these are more especially the shipbuilders, who pretend that the admission by *francisation* of foreign-built ships at a duty under thirty per cent. *ad valorem* would entail the ruin of all the French builders. Now the experiment made a few years back, when in virtue of the Imperial Decree of the 17th October, 1855, vessels of foreign construction might, during the period of three years, be admitted to *francisation* on a duty of ten per cent. only, tends to prove the fallacy of this opinion, for during these three years French shipbuilders have had little reason to complain of foreign competition, as it is positive that very few foreign ships were naturalized during that period, which however was sufficiently long for an experiment of this kind. The result was that, as it had produced so little effect at the end of the three years, the Decree was not prolonged.

At Bordeaux, one of the chief mercantile ports of France, and which cannot be cited for the cheapness of its maritime constructions, 10 foreign ships, of which 4 only were British, were admitted to *francisation* during the three years that this experiment continued, whilst during the same period 121 vessels were built there. Hence it is natural to suppose that if French owners could have bought and naturalized foreign ships of equal quality with their own at a cheaper rate than those constructed by their own builders they would not have hesitated in so doing; and since this was not the case, is it not natural to suppose that the fears evinced by the protectionists are at all events exaggerated, if not ill-founded?

Shipowners, who, for the most part, enter into the ideas of the builders, have been violently excited and alarmed by the motion of Mr. W. Lindsay adopted by the House of Commons in March last, which had for its object the abrogation of the differential duties in favour of French ships, reserved by Article III of the Treaty of 23rd January.

They pretend that this abrogation would cause the ruin of the French mercantile marine, and consequently of the military marine likewise, as the one could not exist without the other. That the imports and exports effected up to the present time by French vessels would be delivered over to British shipping; that it would be impossible for them to compete because the English can build far cheaper, that they can navigate cheaper, and that they are satisfied with lower freights.

It is not, however, satisfactorily proved that shipbuilding is cheaper in England than in France. Even if such were the case, may it not be objected in the first place, that all raw materials employed in shipbuilding are not of British origin, and that French builders may draw equally from the same sources; also that for those articles the produce of England, which by the new Treaty of commerce will in future be admitted at reduced duties, though they may have to pay rather a higher price than their rivals in England, the price of labour, which is so much lower in France than it is in England, will always compensate for the higher price paid for the British articles, if not give the French an advantage as to price over the English builders.

It is asserted that English ships can be navigated more economically than French. But let us see how far this assertion can be sustained. In the first place, the food of the French sailor is less substantial than that of the English, and consequently much less expensive. On an average, the cost of feeding a French sailor is calculated at 1 franc 25 centimes (1*s.*) a day; while that of an English sailor is 1*s.* 4*d.* (1 franc 85 centimes), or a difference of 32 per cent. in favour of French ships.

As to wages, those of the English sailor are higher than those of the French.

Thus at Bordeaux, and for the most part in other French ports, the average rates of monthly wages of crews have been for the last two years as follows:

Transatlantic Trade (*Long Cours*).

	frs.	cts.		£	*s.*	*d.*
Captains	242	50	=	9	14	0
Mates	134	15		5	7	4
Second Mates	83	60		3	6	10
Boatswains	76	00		3	10	0
Carpenters	68	00		2	14	5
Cooks	67	75		2	14	2
Stewards	42	50		1	14	0
Seamen	53	35		2	2	7
Ordinary Seamen	35	00		1	8	0
Boys	21	·25		0	17	0

Average of 12 ships taken from the books of the Marine Office.

Foreign European and Mediterranean Trade. (*Grand Cabotage.*)

	frs.	cts.		£	*s.*	*d.*
Masters	156	00	=	6	5	0
Mates	90	00		3	12	0
Cooks	55	00		2	4	0
Seamen	60	00		2	8	0
Ordinary Seamen	33	35		1	6	8
Boys	22	50		0	18	0

Average of 4 ships taken from the books of the Marine Office.

Coasting Trade (*Petit Cabotage*).

The crews of coasters are generally paid by the share.

The average monthly wages of the crews of British ships frequenting this port, and which are not employed in the Transatlantic trade, are as follows:

	£	s.	d.		frs.	cts.
Captains	9	0	0	=	225	00
Mates	5	0	9		125	00
Carpenters.. ..	4	10	0		112	50
Cooks and Stewards	3	15	0		93	75
Seamen	3	10	0		87	50
Ordinary Seamen ..	2	0	0		50	00
Apprentices ..		Nil			Nil.	

The wages of seamen on board British ships bound on long voyages are rather lower than those of the above, but as a set-off the wages of captains and officers are very much higher.

An objection is made, that at equal tonnage the crew of a French ship is in general numerically stronger than an English one. But admitting this to be a recognized fact, why is it so, and ought it to be admitted as an absolute necessity?

As to the allegation that British ships are satisfied with freights inferior to French, it is difficult to say what takes place elsewhere; but it is positive that for goods between Bordeaux and England the French have the call, because they carry cheaper. Thus for example, for several years past two-thirds of British coal imported into Bordeaux have come in French bottoms, as the following figures taken from the Custom-house will prove:—In 1858, by English ships, 64,149,000 kilomètres (62,200 tons); by French ships, 90,361,000 kilomètres (89,025 tons). In 1859, by English ships, 67,015,000 kilomètres (66,024 tons); by French ships, 87,668,000 kilomètres (86,172 tons).

It may be added that railway sleepers are frequently exported to Spain, and grain to Ireland, and that the freights for both of them are alike by English and by French vessels.

The only advantage that British shipping can have over the French is, that by carrying coals it has always the certainty of an outward freight, which enable it to be satisfied with a moderate homeward one; but as French coal is beginning to be exported for the use of French shipping, this advantage will cease to be as great.

From the above statement, founded solely on facts, may it not be confidently asserted that the apprehensions of both shipbuilders and owners in this country are at least exaggerated, and that the abrogation of the differential duties cannot produce the disastrous results so generally attributed to it among those whose prejudice and shortsightedness render them so antagonistic to the proposition.

After many years of anxious solicitation and expectation, Bordeaux has at length obtained a line of transatlantic packets from hence to Rio Janeiro, touching at Lisbon, St. Vincent, Cape de Verd Islands, Pernambuco, and Bahia. These vessels, four in number, are fitted up in the most complete manner; they are all paddle-wheel, and of 500 horse-power. They are built at La Seyne, near Marseilles, for the Company of the maritime service of the Messageries Impériales, to whom the line was conceded by the law of the 17th June, 1857. The departures from Bordeaux will be monthly, dating from the 25th May, 1860. A branch line from Rio to Monte Video and Buenos Ayres will be established ere long.

As there does not exist in this port a careening dock of sufficient dimensions for these vessels, it is most probable that either a floating dock or a slip will be ere long constructed, either by the Chamber of Commerce, or by private enterprise; for without such facility of overhauling these steamers after each voyage their existence here could not be of long duration.

The question of docks, which was mooted some years ago, has not yet been solved.

For a long time past the solicitude of the Chamber of Commerce has been directed towards the passes of the Garonne, which, in their actual state, offer serious impediments to ships of high tonnage; and a recent Decree of the Emperor, by which a considerable sum of money is to be affected to this purpose, will at length insure an improvement in the navigation of this important river.

This, together with the projected improvement in the service of tugs, hitherto insufficient, will, it is hoped, tend greatly to develop the commerce of Bordeaux.

Agriculture in the department of the Gironde is beginning to make some progress, and the Government spares no pains to encourage it. But it has to fight against prejudice and routine, besides the division of property, which, by throwing the land into the hands of innumerable small proprietors, who have not the means nor the will to lay out capital in improvement, becomes a great drawback to experiments and innovations.

The culture of the vine, the most important produce of the department, naturally awakens the greatest solicitude; for ever since the appearance of the "Oïdium" in 1852, it has been in a languishing state, too clearly shown by its diminished productions. Many systems of counteracting this baneful visitation have been put forward; the most generally adopted being that by the treatment of flour of sulphur, but this is not always successful.

Drainage has also been tried in the vineyards, as well as on other land, with some success, but from the expense attending it, it has been confined to those proprietors who have capital at their command. The total number of acres under drainage in the department up to the end of 1858, was 2,851 (1,154 hectares).

The cost of draining a hectare (about 2½ acres) is calculated to average 300 francs (12*l.*). The Government has offered to make advances for this purpose, but hitherto no one has taken advantage of this facility.

The experiments made in this department on the cultivation of tobacco have been eminently successful. In 1855 (the first year of the trial), 64 hectares (156 acres) were planted; in 1856, 62 hectares (153 acres); in 1857, 139 hectares (343 acres); in 1858, 577 hectares (1,426 acres); and in 1859, the cultivation of this plant reached the maximum of production allowed by the Government, viz., 600,000 kilomètres (11,839 cwts.).

This success has induced a great number of proprietors to send in fresh demands of concessions; but up to the present time the Government, who has the monopoly of the sale of tobacco, has not acceded to those demands, fearing the production may exceed the demand, and imperil the interests of the Treasury.

The department of the Gironde contains a vast extent of land hitherto lost to agriculture, such as the lands (heaths) and marshes. For years past many projects and plans have been elaborated for converting into productive land these immense wastes by means of drainage; but in spite of all the interest which every successive Government has taken in this question, little or no result has yet been obtained. The greatest portion of these lands are parochial property; and these "communes" (parishes), either from want of resources, or interested motives, have hitherto done nothing towards favouring the views of the Government: which, bent on carrying them out, still perseveres in endeavouring to improve this regretable state of things.

The only important work of public utility in course of erection is the railway bridge over the Garonne, intended to connect the Paris and Orleans Company with that of the south. This undertaking, which is progressing very rapidly, is expected to be finished in the course of the summer of 1860.

This bridge measures 500 mètres (about 1,640 feet) in length, within the abutments, and 8 mètres (about 26 feet 3 inches) in width of free way, with a double line of rails. It is constructed by means of continuous beams of iron framework, and has a light and solid appearance.

The flooring is of oak, on which the rails are fixed. The whole is supported by six piers, composed each of two cylindrical towers; each tower is formed by a cast iron cylinder, 40 millimètres thick (about 1½ inch), and 3 mètres 60 centimètres (about 11 feet 9 inches) in diameter, driven into the bed of the river to about 15 mètres (about 49 feet 3 inches) below low-water mark. Each cylinder is filled with concrete.

It is destined exclusively to the service of the two railroad companies; but a proposition has been made to couple to it two galleries of two mètres in width (about 6 feet 6 inches), for pedestrians solely, and the companies have promised to adopt it.

The expense of this bridge will amount to 2,900,000 francs (115,000*l.*); and the total expense attending the junction of the two lines is estimated at 7,800,000 francs (312,000*l.*), which will be borne in equal shares by the two companies.

When this important work is finished, an uninterrupted line of railway will be established between Paris and the Spanish frontiers, as well as with Marseilles.

For a while the hope was entertained that the establishment of railroads would realize to some extent the problem of cheap living; but this has proved a fallacy, for the facility of transport, and the increasing demands of the capital, have established a drain in that direction most prejudicial to the well-being of the working classes. Even vegetables, which in this part of France, have formed a great part of the alimentation of the people, are sent off in such abundance as greatly to diminish the available quantities here, and consequently to enhance the price.

House-rent, among other things, has within the last few years doubled, if not tripled. This falls very heavily on the working classes, whose mode of living had greatly improved in comfort and ease; but which now, owing to the increased charge for lodging, is again reduced to the bare necessaries of life, especially in the face of such active competition in every trade and profession, and the excess of offers over the demand of labour.

The fluctuations of exchange between Bordeaux and London in 1859 have been the following:—

	At Sight, per £ sterling.	At 90 Days, per £ sterling.
	fr. cts.	fr. cts.
January	25 12½	24 95
February	25 15	25 00
March	25 10	24 97½
April	25 02½	24 92½
May	25 07½	24 80
June	25 07½	24 80
July	25 07½	24 90
August	25 10	24 92½
September ..	25 12½	24 97½
October	25 10	24 97½
November ..	25 10	24 95
December ..	25 10	24 95

CALAIS.

Report by Mr. Hotham, British Consul at Calais, on the Trade of that Port during the year 1859.

Notwithstanding the injury done to trade in general throughout the greater part of France, by the war in Lombardy, there was but a slight decrease in the value of the imports at this port in 1859 (exclusive of bullion), as compared with that of the previous year.

The principal diminution has taken place in cotton thread, cotton wool, and spun silk, in the following proportion, viz.:

	£
Cotton Thread and Cotton Wool imported in 1858 ..	60,111
Ditto ditto in 1859 ..	47,651
Decrease in 1859	£12,460
Spun Silk imported in 1858	108,354
Ditto in 1859	66,582
Decrease in 1859	£41,772

The decrease in the importation of these articles is entirely attributable to the stagnation of trade during the past year, owing to the war, a large trade being carried on in ordinary years by this town, and the adjoining one of St. Pierre-lès-Calais, with Austria and Italy.

In coal there was a considerable decrease, amounting in value to 12,959*l.* This was consequent on the delay in repairing the canal between Calais and Guines, which caused a large iron merchant in this department to receive his coal by way of Boulogne.

In flax there is apparently a great decrease, as compared with the previous year. This, however, is not actually the case, for the importation of flax during the year 1858 was fictitiously augmented by two vessels laden with that article, and bound for Rouen, having put into this port through stress of weather. The quantity imported during the past year is considered to be a fair average, allowing for the prejudicial effects of the war in Italy.

Although the quantity of wheat which enters this port is inconsiderable, there was proportionately a very large decrease, as compared with the preceding year, viz.:

	£
Wheat imported in 1858	3,566
Ditto in 1859	1,390
Decrease in 1859	2,176

I am unable satisfactorily to account for this decrease. Probably the delay in repairing the canal, as mentioned above, was partly a cause. The general impediment to trade of all kinds during the war no doubt also had its influence. I am otherwise unable to explain the cause of this deficiency both in the import and export of wheat during the year.

The only increase in the imports will be found to consist in timber and wood planks, viz.:

	£
Timber and Wood Planks imported in 1859	173,913
Ditto ditto in 1858	108,545
Increase in 1859	65,368

This was owing to a great demand for timber and deals having been made in the early part of last year for the construction of a large number of factories in the north of France, the stock on hand, at the end of the previous year, having been very small. These buildings were, however, entirely put a stop to from the unsettled state of affairs during the spring and summer of 1859.

As regards the exports, the same reason which caused the diminution in the import of cotton thread, cotton wool, and spun silk (viz., the war in Lombardy), will account for the decrease in the exportation last year of raw silks. The comparative value of the exports of the two years 1858 and 1859, is as follows:

	£
Raw Silks exported in 1858	19,911
Ditto in 1859	13,329
Decrease in 1859	6,582

In wines a considerable increase took place, amounting in value to 14,387*l.* This was principally the result of certain concessions having been made to a large wine merchant, who has, in consequence, been enabled to ship his wines from this port under more favorable conditions than formerly.

The trade in potatoes has almost ceased at this port: this will account for the great diminution in the quantity exported during the year, viz.:

	£
Potatoes exported in 1858	7,582
Ditto in 1859	954
Decrease in 1859	6,628

The general total of the value of imports from all countries (exclusive of bullion), during the two years 1858 and 1859, was as follows:

	£
In 1858	474,060
1859	446,707
Decrease in 1859 ..	27,353

The total value of exports (exclusive of bullion) was—

	£
In 1858	185,349
1859	162,238
Decrease in 1859 ..	23,111

One English vessel was lost on this coast during ne year, viz., the "New Endeavour," 24 tons burthen, f Dover, with all hands, on the morning of the 15th ecember.

The mail packet "Prince Frederick William," went shore on the morning of the 27th February, owing to er paddles being damaged by striking against the pierad. Three passengers, unfortunately, lost their lives y the upsetting of the life-boat on this occasion.

CHARENTE.

eport by Captain Hamilton, R.N., British Consul at Charente, on the Trade of the River Charente during the year 1859.

the year 1859, 159 British vessels, of the total nnage of 28,885 tons, navigated by 1,417 men, tered the river Charente, being an increase on the ar 1858 of 14,814 tons, and in the value of imports, 11,484*l.*, as shown in the following statement:

	Vessels.	Tons.	Value of Cargo.
			£
1855	145	22,242	31,532
1856	192	33,413	45,320
1857	118	19,781	46,847
1858	86	14,071	17,232
1859	139	28,885	28,716

The increase of imports is principally in the quantity f British coals, and is to be accounted for, first, by the rge quantity imported on account of the French overnment when the Italian war broke out; secondly, y the increasing scarcity of firewood in this department.

There is a small increase upon the importation of pig on.

In the same year, 143 British vessels cleared from is, of the total tonnage of 29,431 tons, navigated by ,447 men, being an increase on the preceding year of 6,612 tons, and on the value of exports of 1,152,275*l.*, s seen by the following:

	Value of Cargo.
	£
1855	716,010
1856	281,392
1857	1,115,200
1858	946,280
1859	1,754,294

The above considerable increase of the exports upon he year 1858 is the result of the abundant vintage of hat year, notwithstanding which the prices of brandies ontinued high, in consequence of the great demand for he wines of the country: the labouring class (who onsider wine a necessary of life) having suffered much rom the previous scarcity and high prices, purchased a arge quantity for store, this caused a considerable rise n the prices of wine, and reduced the quantity for urning.

The General Steam Navigation Company of London as established a service of screw steamers to run between London and the river Charente twice in the month, nd the regularity and facility it offers for the quick ransmission of goods has no doubt benefited commerce.

The works of the new floating basin at Rochefort are ctively progressing.

DUNKIRK.

Report by Mr. Pringle, British Consul at Dunkirk, on the Trade and Navigation of that Port during the year 1859.

The trade of Dunkirk has continued in a depressed condition during the year 1859, general stagnation in affairs, and disinclination to embark in any considerable transactions having marked its progress. After the conclusion of peace last summer it was hoped that a beneficial impulse would be communicated to mercantile affairs, but the results do not yet appear to have realized these expectations. No official data have as yet been made public by which details can be furnished of the trade during this period, and unusual difficulty is experienced at present in getting information from the Custom-house authorities; but in the meantime, I have ascertained that the principal imports and exports for 1859 have been as follows:—

Imports.

Iron, lead, timber, coal, oil-seeds, and machinery; cotton and colonial produce coming coastwise from Havre, under bond; the Customs' receipts form no guide to the direct imports.

Exports.

Grain, flour, wine, seed-oil, raw beetroot sugar, marl, and potatoes. Great portion of the seed-oil exported is made from foreign seed, imported free of duty, under bond, to be then exported as oil. During the first six months of 1859, 43,390 tons of grain, and 25,282 tons of flour were exported, being an increase of 19,218 tons grain, and 11,373 tons flour, over the quantity exported in the year 1858, during the same period of time. The principal articles of commerce at this port during the last five years, viz., 1854 to 1858, have been as follows:—

Exports.

Marl, which in 1854 amounted to 18,750 tons, rose to 28,571 tons in 1856, and during the first half-year of 1859, to more than 15,000 tons; oil-cakes, which were exported in 1856 to the amount of 5,000 tons, decreased to 3,571 tons in 1858; raw (beetroot) sugar rose from 27 tons in 1854 to nearly 9,900 tons in 1858; potatoes, eggs, and fresh fruits, have also greatly increased, while grain, oil-seeds, flax, and seed, do not exhibit any marked difference.

Imports.

Coal occupies the first place here, having increased from 2,665 tons to 24,107 tons imported in 1858; pig-iron has fallen from 8,035 tons imported in 1855, to 2,232 tons in 1858; oil-seeds, which had suffered a great decrease, are supposed to have much recovered during 1859. Coffee, oils, woods, and lead, all show a progressive tendency, while the importation of raw sugar, wheat, bar-iron, salted meat and rice, exhibit a marked diminution.

A decrease in the number of British vessels trading at this port during 1859, is to be remarked, amounting to 67 vessels, tonnage 22,700. I attribute this falling off in some measure to the daily increasing difficulties attending the entrance to the harbour for vessels of a larger class. The following Table exhibits a summary of the trade carried on by British ships at this port during 1859:—

Entered.		Cleared.	
Nature of Cargo.	Number of Vessels.	Nature of Cargo.	Number of Vessels.
Flax	9	Wheat	295
Pig Iron	43	Flour	86
Coals	100	Potatoes . ..	57
Sulphur	5	Oil-cakes. ..	11
Seeds	151	Bottles	1
Oysters	15	Sugar	21
Oats	21	Wine	1
Barytes	6	Oil	3
Rice	2	Rails	1
Bones	4	General Cargo ..	260
Clay	14	Ballast	176
Bricks	4		
Wheat	1		
Wool	15		
Tar	9		
Lead	1		
Slates	1		
General Cargo ..	294		
Ballast	233		
Total ..	912	Total ..	912

The results of the Iceland cod fishery in 1859, compared with those of 1858, were as follows:—

Years.	Vessels.	Tons.	Crews.	Quantity of Fish.	Value.	Quantity of Oil.	Value.
				Quintals.	£	Quintals.	£
1858	133	11,996	1,985	67,992	117,000	6,585	10,120
1859	138	12,420	2,070	45,328	99,712	4,390	7,024
1860 . ..	129	11,853	1,949	..	..	..	..

The changes about to take place in the Customs' tariff, will no doubt have great effect in increasing the trade of this port; but until the defects in the harbour are remedied by the construction of a new dock to the east of the present entrance, and by the completion of other necessary and important improvements now under consideration, less advantage will be gained by the contemplated reforms than might be anticipated, considering the very favourable position of Dunkirk with regard to Lille and other manufacturing districts in the North, as well as its proximity to Great Britain. The harbour being of great length, is very narrow, so that with a foul wind, vessels connot get out without being towed, and there is only one steam-tug, which from its defective organization, is but of little use. The bonding warehouse is quite inadequate to the trade of the port, and the want of a public market for foreign produce is also much to be regretted.

The Chamber of Commerce and local authorities are perfectly aware of these deficiencies, and if the Government will grant the sums demanded for the necessary improvements, so as to enable Dunkirk to avail itself of the local advantages it possesses, a new era of prosperity and progress may be confidently looked for under a freer system of commerce.

MARSEILLES.

Report by Mr. Mark, British Consul at Marseilles, on the British Trade at that port during the years 1858 and 1859.

I TRANSMIT, herewith, returns of the British shipping which visited the ports of Marseilles and Toulon during the year 1858, distinguishing the direct trade with Great Britain and her colonies, and the indirect trade with all other countries, specifying them and also the tonnage and number of the crews of the vessels engaged.

During the year 1858, 236 ships under the British flag, collectively of 73,290 tons burthen, arrived at the port of Marseilles, whereof 190 had British registers, and measured 62,623 tons; 24 belonged to Malta, 5,799 tons; 20 belonged to Ionian Isles, 4,580 tons; 2 belonged to Gibraltar, 288 tons; 112 of these ships arrived from the United Kingdom, whereof 89 brought coals and patent fuel; 17 with iron and machinery, 4 with pitch and tar, 2 with China-clay; 51 ships arrived from various ports of the Black Sea and Levant with grain; 59 from Malta and Alexandria with Indian and Australian mails; 3 from India with gingelly seeds; 2 from Malta with bones; 2 from Nova Scotia with deals; 1 from Havanna with sugar; and 6 in ballast.

On the 31st of December, 1857, there remained in port 12 ships, which, added to the 236 that arrived in 1858, and 4 bought, make a total of 252 ships, which were thus disposed of:—55 for the United Kingdom, whereof 14 left with grain; 14 with oil-cake; 11 with sulphur; 8 madders; 8 assorted cargoes; 2 vessels sailed for Montreal with French produce; 63 for Malta and Egypt with Australian and Indian mails; 2 for Egypt with French produce; 1 for Egypt with bricks; 11 for United States with madder and other French produce; 4 for Turkey with madder and salt; 3 for Spain with corn, 1 for Toulin with corn; 1 for Rio Janeiro; 1 for Hamburg with French produce; 99 for various ports in ballast; and 9 remain in ports.

The quantity of coal imported at Marseilles in British ships during the year, was about 28,500 tons, and in foreign vessels, 62,500 tons; and about 600 tons of iron were brought here in British ships.

The exportation of madder to the United Kingdom amounted to 2,480 casks and 978 bales, besides 95 casks of garancine.

The importation of wheat gave employment to about 44 ships. 59 steamers arrived here with Indian and Australian mails, and brought to this port about 5,767 bales of silk; 63 sailed with the outward mails, and carried away about 998,123*l.* sterling in specie, principally in silver, for various parts of India and China.

At the port of Toulon 9 British ships arrived during the year, whereof 2 brought coal, 2 assorted cargoes, and 5 corn from Russia; all of which vessels sailed from that port in ballast.

At the port of Cette no British vessels arrived during the year.

The returns annexed shew the arrivals and departures of British ships at the ports of Marseilles, Toulon, and Cette, during the year 1859; the direct trade with Great Britain and her colonies, as well as the indirect, with all other countries, is shewn therein, and the tonnage and number of the crews of the vessels engaged.

It will be seen, that during the year 1859, 247 vessels under the British flag, amounting collectively to 84,921 tons, arrived at the Port of Marseilles. They consisted of 215 ships with British registers, measuring 76,372 tons; 23 ships belonging to the Ionian Islands, 6,559 tons; 9 ships to Malta, 1,990 tons. 106 of the above ships came from the United Kingdom and the British Colonies, whereof 57 brought coals and patent fuel; 6 iron and machinery; 15 pitch and tar; 17 oleaginous seeds; 5 China-clay; 1 bricks; 2 goods in transit; 3 came in ballast; 44 came from the Black Sea and Levant with grain; 53 were steamships with the Indian and Australian mails; 1 from a French port with goods in transit; 8 from Sardinian ports with madders, grain, and military stores; 2 from Spanish ports or colonies with colonial produce; 1 from Sicilian ports with goods in transit; 1 from Portugal with linseed cake; 1 from the Adriatic with staves; 1 from Sweden with iron and staves; 3 from the United States with staves and pitch; 1 from Mexico with dye-woods; 1 from Brazil with hides; and 24 in ballast.

On the 31st of December, 1858, there were in port 9 ships, which, with the 247 since arrived, make a total of 256, which have been thus disposed of:—90 have sailed for the United Kingdon and the British colonies, whereof 24 left with grain; 23 with oil-cake; 9 with madder; 21 with assorted cargoes; 2 with wine and oil; 1 with copper ore; 10 in ballast; 52 steam-ships left for Malta and Alexandria with India mails; 1 to a French port with goods in transit; 17 to Italian ports with assorted goods and French Government stores; 2 to Spanish ports with timber and railway machinery; 5 to Turkey and the Black Sea with assorted cargoes; 1 to Portugal with grain; 1 to Adriatic with assorted goods; 1 to Russia with madder and chemicals; 14 to the United States with madder and French produce; 1 to Greece with an assorted cargo; 57 ships left in ballast for different ports; and 14 vessels remained in port.

There were about 54,440 tons of coal imported into Marseilles during the year, 24,293 tons thereof in British vessels, the remainder in foreign ships; and the iron imported in British vessels amounted to 1,521 tons; 4,413 tons of oil-cake have been forwarded to the United Kingdom in British vessels; 835 casks and 981 bales of madder have been sent to the United Kingdom; 23 British ships have been employed in the importation of wheat and other sorts of grain into this port; 53 British steamers have, in addition to the Indian mails, brought to this port 9,085 bales of silk; and 52 which have sailed from this port with the mails for India, China, &c., have, in addition thereto, carried away about 1,495,630, principally in silver, for the various ports of India and China.

At the port of Toulon, 31 British ships arrived during the year, measuring 11,942 tons, of which 26 ere laden with coal, 4 with grain from the Black Sea, ad 1 with an assorted cargo from England; all of hich ships left Toulon in ballast.

Only four vessels in ballast visited the port of Cette ıring 1859; they left with cargoes of salt for various rts in Europe and South America.

Returns of the foreign shipping which visited the rt of Marseilles during 1858 and 1859, are likewise nexed. Upon comparison it will be perceived that ere was a falling off of foreign shipping in 1859 to e extent of 297 vessels, collectively of 71,593 tons, d navigated by 7,566 men. This is accounted for in e first place by the very unsettled state of the politi- l atmosphere during 1859, and by the limited opera- ons in wheat and grain throughout the year; 9,745 ssels of all nations, collectively measuring 1,780,565 ns, entered the port of Marseilles during 1859; and e departures were 9,621 ships, measuring 1,758,052 ns; British and foreign vessels, collectively measur- g 41,055 tons, entered the port of Toulon during e year.

The port of Cette was visited during the year by 499 British and foreign vessels and coasting boats, easuring together 11,480 tons.

The authorities have most unaccountably discon- ued publishing the commercial statistics of this portant seaport. This is very much to be regretted, d I am thereby prevented from sending, herewith formation upon many branches of trade, which it will t take me some time to collect through other channels. The accompanying Tables will prove interesting, as they shew the extent of the importations of several of the principal articles of the trade of Marseilles.

It is almost needless to remark that the trade of this place was most seriously affected during the whole of 1858 and 1859, first, by the commercial crisis of 1857, and secondly, by the political occurrences of 1859; and the latter year closed under circumstances causing much anxiety in commercial circles. Much is being done by the local authorities towards improving and extending the port, as well as the town, to meet the present requirements of the shipping and population; and their views are much facilitated at the present moment by the actual difficulty in finding profitable investments in trade, which consequently throws much capital into Government and municipal loans for public works of all sorts.

The Customs at this port yielded the following revenue during the last three years:—

	Francs.
1857	33,377,398
1858	40,428,743
1859	40,149,473

The salt revenue yielded during the same period:—

	Francs.
1857	1,639,909
1858	1,520,795
1859	1,613,863

Return of British Shipping at the Port of Marseilles in the Year 1858.

Direct Trade of British Vessels from and to Great Britain and British Colonies.

ENTERED.							CLEARED.						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
110	2	112	17,821	952	18,773	2,862	57	25	82	14,681	6,428	21,109	1,547

Indirect or Carrying Trade in British Vessels from and to other Countries.

ENTERED.

Countries ence arrived	Number of Vessels.			Total Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
ypt	72	...	72	39,820	...	39,820	2,205
ance ...	3	...	3	699	...	699	22
mbardy ...	1	...	1	866	...	866	54
ssia ...	31	...	31	8,982	...	8,982	368
dinia ...	...	2	2	...	782	782	25
o Sicilies ...	1	...	1	204	...	204	8
ain	2	2	4	648	249	897	39
rkey ...	10	...	10	2,259	...	2,259	103
Total ...	120	4	124	53,478	1,031	54,509	2,857

CLEARED.

Countries to which departed	Number of Vessels.			Total Tonnage.			Number of Crews.
	With Cargoes	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Egypt ...	66	37	103	28,372	12,790	41,162	210
France ...	1	4	5	221	663	884	50
Hamburgh ...	1	...	1	159	...	159	7
Rio Janeiro ...	1	...	1	137	...	137	9
Spain ...	3	8	11	346	1,461	1,807	132
Turkey ...	4	18	22	811	3,649	4,460	330
United States	11	7	18	3,471	1,831	5,306	270
Total ...	87	74	161	33,517	20,398	53,915	2,898

Return of British Shipping at the Port of Toulon in the Year 1858.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							CLEARED.						
Total Number of Vessels.			Total Tonnage.			No. of Crews.	Total Number of Vessels.			Total Tonnage.			No. of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
4	...	4	1,430	...	1,430	44	...	3	3	...	835	835	30

Indirect or Carrying Trade in British Vessels from and to other Countries

ENTERED.

Countries whence Arrived.	Number of Vessels.			Tonnage.			No. of Crews.
	Cargoes.	Ballast.	Total.	Cargoes.	Ballast.	Total.	
Russia... ...	5	...	5	1,264	...	1,264	46
Total ...	5	...	5	1,264	...	1,264	46

CLEARED.

Countries bound for.	Number of Vessels.			Tonnage.			No. of Crews.
	Cargoes.	Ballast.	Total.	Cargoes.	Ballast.	Total.	
Turkey ...	...	3	3	...	807	807	28
Egypt ...	...	1	1	...	419	419	12
Syria ...	...	1	1	...	352	352	12
Brazil ...	...	1	1	...	281	281	8
Total ...	...	6	6	...	1,859	1,859	60

RETURN of British Shipping at the Port of Marseilles in the Year 1859.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							CLEARED.						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
103	3	106	23,714	1,703	25,417	2,371	80	10	90	13,365	4,058	17,423	1,707

Indirect or Carrying Trade in British Vessels from and to other Countries.

ENTERED.

Countries whence arrived	Number of Vessels.			Total Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
France ...	1	5	6	182	1,351	1,533	128
Sardinia ...	8	5	13	7,354	1,443	8,797	704
Spain and Colonies ...	2	11	13	327	1,306	1,633	136
Two Sicilies ...	1	1	2	942	...	942	72
Turkey ...	7	...	7	1,375	...	1,375	112
Black Sea ...	33	...	33	9,185	...	9,185	736
Egypt	57	...	57	33,847	...	33,847	2,704
Portugal ..	1	...	1	163	...	163	8
Tuscany ...	...	2	2	...	580	580	40
Austria ...	1	...	1	229	...	229	14
Sweden ...	1	...	1	96	...	96	8
United States	3	...	3	870	...	870	64
Mexico ...	1	...	1	166	...	166	8
Brazil	1	...	1	88	...	88	7
Total ...	117	24	141	58,852	4,680	59,504	4,741

CLEARED.

Countries to which departed	Number of Vessels.			Total Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
France ...	1	5	6	298	770	1,068	103
Sardinia ...	13	3	16	11,353	1,835	13,188	1,187
Spain ...	2	2	4	303	226	529	41
Two Sicilies ...	3	6	9	1,626	221	1,847	159
Turkey ...	1	34	35	206	8,973	9,179	80
Black Sea ...	3	...	3	1,881	...	1,881	178
Egypt ...	1	52	53	268	31,364	31,632	2,867
Portugal ...	1	1	2	122	243	365	32
Tuscany ...	1	3	4	111	761	872	85
Austria ...	1	...	1	130	...	130	12
Russia ...	1	...	1	339	...	339	34
United States	14	1	15	3,640	649	4,289	416
Greece ...	1	2	3	290	985	1,275	128
Total ...	43	109	152	20,567	46,027	66,594	5,322

RETURN of British Shipping at the Port of Toulon in the Year 1859.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							CLEARED.						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
26	...	26	10,632	...	10,632	361	...	4	4	...	2,134	2,134	66

Indirect or Carrying Trade in British Vessels from and to other Countries.

ENTERED.

Countries whence arrived	Number of Vessels.			Total Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Sardinia ...	1	...	1	290	...	290	13
Black Sea ...	4	...	4	1,010	...	1,010	47
Total ...	5	...	5	1,330	...	1,330	60

CLEARED.

Countries to which departed	Number of Vessels.			Total Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Turkey ...	...	12	12	...	3,612	3,612	149
Black Sea ...	...	2	2	...	709	709	25
French Ports	...	8	8	...	2,207	2,207	87
Italian Ports	...	1	1	...	968	968	25
Two Sicilies ...	...	1	1	...	676	676	17
Belgium ...	...	1	1	...	266	266	9
United States	...	2	2	...	1,370	1,370	43
Total ...	...	27	27	...	9,808	9,808	355

RETURN of British Shipping at the Port of Cette in the Year 1859.

Indirect or Carrying Trade in British Vessels to or from other Countries.

ENTERED.

Countries whence arrived	Number of Vessels.			Total Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
French Ports...	...	3	3	...	513	513	...
Sardinia ...	...	1	1	...	180	180	...
Total ...	...	4	4	...	693	693	...

CLEARED.

Countries to which departed	Number of Vessels.			Total Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Brazil ...	2	...	2	245	...	245	...
Hanse Towns	2	...	2	448	...	448	...
Total ...	4	...	4	693	...	693	...

There has been no Direct Trade in British Vessels.

RETURN of the Foreign Shipping at the Port of Marseilles during the Year 1858.

Flags.	Arrivals.			Departures.		
	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.
British	240	71,844	5,706	243	73,899	5,828
Austrian	297	105,839	4,089	308	110,583	4,273
Belgian	7	1,671	72	7	1,671	72
Chilian	2	1,027	45	1	482	18
Danish	12	1,798	98	12	1,798	98
Two Sicilies	400	101,853	5,873	412	105,380	6,040
Spanish	699	82,498	9,315	764	84,043	9,499
United States	48	20,110	581	48	20,658	590
Greek	340	78,896	3,503	344	79,362	3,714
Hanoverian..	7	635	39	7	635	39
Mecklenburg	8	2,330	77	7	1,890	74
Mexican	1	327	13	1	327	13
Oldenburg	3	403	19	3	403	19
Dutch	32	14,390	632	35	15,228	679
Portuguese	3	550	33	3	550	33
Prussian	6	2,040	62	10	3,540	106
Roman	50	7,314	439	49	7,167	430
Russian	46	19,376	1,415	46	18,700	1,466
Sardinian	613	80,331	7,212	672	101,058	8,115
Swedish and Norwegian ..	101	27,346	1,150	104	28,658	1,216
Tuscan	144	18,582	1,080	138	17,536	1,023
Turkish	34	8,000	411	33	7,548	399
Venezuelan..	1	270	13	1	270	13
Hanseatic Towns	..	..	..	1	180	8
Total	3,094	647,430	41,877	3,249	681,576	43,765

RETURN of the Foreign Shipping at the Port of Marseilles during the Year 1859.

Flags.	Arrivals.			Departures.		
	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.
British	247	84,921	7,112	242	84,017	7,029
Austrian	134	43,668	1,657	123	40,489	1,577
Belgian	13	4,160	152	13	4,160	150
Buenos Ayres	1	235	12	1	235	12
Chilian	2	1,011	45	2	956	42
Danish	20	2,289	151	19	2,103	142
Two Sicilies	485	119,603	7,433	483	121,639	7,546
Spanish	497	22,657	2,690	489	81,551	2,525
United States	85	37,681	1,077	85	37,201	1,056
Greek	313	74,102	3,240	308	73,358	3,016
Hanoverian	2	572	21	1	168	9
Mecklenburg	12	3,745	139	11	3,300	128
Oldenburg	2	310	14	2	310	14
Dutch	38	15,106	645	38	15,120	644
Portuguese	1	69	6	1	69	6
Prussian	11	4,410	123	9	3,870	105
Roman	52	8,727	496	54	9,014	511
Russian	54	22,820	1,083	48	19,888	991
Sardinian	533	69,248	5,330	549	66,178	5,490
Swedish and Norwegian ..	119	31,748	1,281	113	30,866	1,227
Tuscan	135	16,269	943	126	15,092	867
Turkish	36	10,256	595	34	9,113	485
Hanseatic Towns	5	2,230	66	5	2,230	66
Total	2,797	575,837	34,311	2,756	620,927	33,638

RETURN of the Sugar Imported at Marseilles during the Years 1857, 1858, and 1859.

	1857.		1858.		1859.	
	Packages.	Kilogrammes.	Packages.	Kilogrammes.	Packages.	Kilogrammes.
Baskets or Sacks	251,286	18,092,592	337,536	24,302,592	312,827	22,523,544
Hogsheads	26,875	17,468,750	44,600	28,990,000	37,515	24,384,750
Barrels	30,256	4,538,400	19,519	2,927,850	24,846	3,726,900
Boxes	38,462	8,653,950	41,630	9,366,750	49,514	11,140,650
Total	..	48,753,692	..	65,587,192	..	61,775,844

Return of the Sugar Refined at Marseilles, exported thence to Foreign Countries, forwarded to the French Colonies, or sent into the interior of France, during 1857, 1858, and 1859.

	1857.	1858.	1859.
Exported to the Levant	7,610,693	10,327,913	9,699,161
" to Italy	5,436,209	7,377,681	6,927,972
" to Spain and Africa	9,513,367	12,909,892	12,123,951
" to French Colonies, or sent into the interior of France	15,493,202	21,024,628	19,744,722
Total	38,053,471	51,640,163	48,495,806

Note.—The annual consumption of refined Sugar in Marseilles and its environs is estimated at 1,050,000 kilogrammes on an average.

Return of the Hides imported at the Port of Marseilles from 1849 to 1859.

Dates.	From Buenos Ayres and Monte Video.	From Rio Grande.	From Brazil.	From different Countries.	Total.
1849	221,627	67,007	12,800	169,534	471,068
1850	115,420	28,411	11,769	308.069	463,969
1851	107,744	40,536	10,220	236,018	394,518
1852	161,411	75,856	19,787	281,733	538,787
1853	168,092	19,300	21,699	314,733	523,552
1854	97,943	23,290	8,504	265,608	395,345
1855	90,881	58,911	15,016	468,381	633,189
1856	40,127	56,309	17,385	471,487	585,308
1857	135,113	47,257	24,891	790,478	997,739
1858	149,470	14,601	6,942	783,518	954,531
1859	107,800	35,211	1,800	742,162	886,973

Return of the Wheat Imported at the Port of Marseilles in the Year 1859.

Where from.	January.	February.	March.	April.	May.	June.	July.	August.	September	October.	November,	December.	Total.
	hects.	hects.	hects.	hects.	hects.	hects.	hects.	hects.	hects.	hects.	hects.	hects.	hects.
Brittany	...	5,328	4,000	...	2.400	...	...	...	...	...	...	...	11,728
Shores of the Mediterranean	...	...	2,240	2,592	3,120	3,760	...	...	...	...	240	...	11,952
Algeria	...	...	...	...	...	...	...	5,376	10,752	7,904	11,312	5,120	40,464
Alexandria	68,560	41,280	14,400	4,400	4,080	14,560	25,840	...	3,552	...	2,480	13,920	193,072
Levant	3,840	7,824	5,360	10,880	...	3,760	1,840	...	...	...	...	39,000	33,504
Sea of Azoff	92,800	4.400	...	...	...	70,848	166,112	157,632	77,328	21,184	68,159	25,200	697,468
Black Sea	30,720	15,440	7,200	5,280	32,560	25,760	11,200	35,232	8,992	11,328	23 744	19,000	232,656
Danube	6,800	12,080	5,248	10,160	3,488	46,704	54,096	16,656	9,392	4,960	12,384	...	200,968
Constantinople	...	...	8,160	...	11,600	19,040	44,160	13,872	10,288	2,688	4,192	8,480	114,000
Roumelia	8,000	1,600	5,120	4,080	9,280	17,920	30,880	3,168	2,080	4,800	10,720	...	106,128
Roman States	1,600	...	...	...	...	1,160	1,600	...	...	...	...	...	4,360
Total	212,320	87,952	51,728	37,392	66,528	203,512	335,728	231,936	122,384	52,864	133,231	110,720	1,646,295

Return of the Cotton Imported at the Port of Marseilles in the Year 1859.

	Jumel.	United States.	India.	Smyrna and Salonica.	Cyprus and Syria.	Different Countries.	Total.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Stock on the 31st December, 1858	1,162	161	..	..	80	30	1,433
Arrived in 1859..	24,081	1,078	240	1,980	2,330	443	30,152
Totals	25,243	1,239	240	1,980	2,410	473	31,585
Sales from the 1st January to the 31st December, 1859	24,526	1,239	240	1,930	2,410	473	30,818
Stock on hand on the 31st December, 1859 ..	717	..	..	50	..	..	767

Return of the Oleaginous Seeds Imported at Marseilles in the Years 1858 and 1859.

1858.	Quintals.
Sesame Seed—	
Egypt	1,050
Roumelia and Anatolia	14,430
Syria and Caramania	79,110
India, Africa	437,175
Poppy Seed, Copras, Béseff	12,920
Ground Nuts	259,520
Linseed—	
Russia	16,800
Roumelia and Anatolia	7,200
Naples and Sicily	25,840
Turnip Seed	4,700
Palm Oil	25,620
Cotton Seed	10,480
Total	895,845

1859.	Quintals.
Sesame Seed—	
Egypt	5,950
Roumelia and Anatolia	67,760
Syria and Caramania..	67,975
India, Africa	480,290
Copras, Poppy Seed	5,500
Ground Nuts	212,750
Linseed—	
Russia	135,250
Roumelia and Anatolia	800
India	2,200
Naples and Sicily	14,765
Colza	3,000
Palm Oil	27,640
Cotton Seed	35,860
Total	1,059,746

	Quintals.
Arrivals in 1859	1,059,740
" in 1858	895,845
Difference in favour of 1859	163,895

Return of the Olive Oil Imported at Marseilles in the Year 1859.

	Hectolitres.
January	4,256
February	960
March	5,152
April	20,096
May	13,696
June	7,648
July	15,136
August	960
September	9,600
October	7,232
November	2,688
December	1,926
Total	89,350

Countries whence the oil has been imported :—

	Hectolitres.
Two Sicilies	3,392
Tunis	51,264
Spain	1,024
Levant	28,704
Algeria	3,520
Corsica	1,286
Provence	160
Total	89,350

NANTES.

Report by Mr. T. R. Curtis, British Consul for the Loire Inférieure and La Vendée, on the Trade of the Port of Nantes, during the year 1859.

The navigation and commercial operations for the past year at this port show a material increase in comparison with the preceding years, and very considerable activity has reigned in all branches of commerce, but especially in the export of grain and flour to Great Britain, which trade has reached a development never yet attained at this or any other port in France, as will be observed by the tabular statement annexed

The following is a comparative statement of the number and tonnage of all vessels entered and cleared into, and from this port, during the last two years:

	ENTERED.				CLEARED.			
	Vessels.	Tons.	Foreign Vessels.	Tons.	Vessels.	Tons.	Foreign Vessels.	Tons.
1859	7,961	430,826	567	80,684	8,078	442,537	660	97,595
1858	8,356	412,424*	333	50,589*	8,717	439,771†	364	56,733†

By the preceding Returns it will be remarked that the foreign tonnage employed at this port, in 1859, has increased to the extent of 60 per cent., in the vessels entered, and of 72 per cent. in the vessels cleared; and it is no doubt satisfactory to observe that this considerable increase falls nearly entirely to the share of the British flag, as will be seen by the following statement:

List of Vessels of all Nations Entered at the Port of Nantes during the Years 1858 and 1859.

Nationality.	1859.			1858.			1859.	
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Increase.	Decrease.
							Tons.	Tons.
British	422	53,600	2,859	112	11,964	733	41,636	..
French	7,394	350,142	..	8,023	361,835	..	..	11,693
Dutch	21	1,873	118	22	1,627	116	246	..
Swedish	6	1,307	54	16	3,318	149	..	2,011
Norwegian	15	3,237	136	24	4,750	223	..	1,513
Spanish	2	69	10	8	360	46	..	291
German	8	1,092	58	15	2,226	113	..	1,134
Sicilian	2	484	24	4	1,025	50	..	541
American	4	2,453	61	8	3,290	89	..	837
Portuguese	..	..	..	2	290	17	..	290

List of Vessels of all Nations Cleared from the Port of Nantes during the Years 1858 and 1859.

Nationality.	1859.			1858.			1850.	
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Increase.	Decrease.
							Tons.	Tons.
British	411	51,990	2,776	119	13,477	773	42.513	..
French	7,418	344,942	..	8,353	383,038	..	38,096	..
Norwegian and Swedish ..	3	6 8	27	19	4,869	196	..	4,181
Dutch	9	952	71	3	168	14	784	..
Portuguese	1	163	10	1	340	14	..	177
Spanish	4	175	24	9	560	60	..	385
Sardinian	1	161	9	..	..	..	161	..
Sicilian	3	760	32	3	1,759	38	..	999
Danish	..	..	..	3	856	33	..	856

In the year 1859, 936 vessels of all nations, of 93,783 tons, arrived; and 952 vessels, of 115,484 tons, departed from this port, to Great Britain or her colonies.

The total number and tonnage of vessels belonging to the port of Nantes, amounted, on the 31st December, 1858, to 681 vessels, with an aggregate tonnage of 112,744; on the 31st December, 1859, to 695 vessels, of 115,020 tons; being an increase in 1859, of 36 vessels, of 5.330 tons. Of the above number 22 are steamers, from 30 to 200 horse power.

The naval building yards at this port have also been very actively employed during the last year on government contracts, and several steamers, besides about 70 flat-bottomed iron barges, have been launched. By an

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* Being an increase in 1859 of 18.402 tons; and on Foreign Vessels an increase of 30,095 tons.

† Being an increase in 1859 of 2,766 tons; and on Foreign Vessels an increase of 40,862 tons.

Imperial Decree of the 15th of April, the river dues of 1½*d.* and 20 per cent. per ton on all vessels coming up or going down the River Loire, have, since the 1st of April, 1860, been entirely abolished; and the Imperial Government has recently granted the sum of 4,000,000 francs (1,600,000*l.*) for the improvement of the navigation of the said Lower Loire; the works are now actively carried on, by which it is anticipated that a regular depth of water of 16 feet will be maintained between this city and the sea.

The Custom-house receipts for importation and exportation, a very fair criterion of the mercantile prosperity or decline of a port, have amounted, in 1859, to 32,736,551 francs (1,309,462*l.*), against, in 1858, 30,857,898 francs (1,234,315*l.*); showing an increase in 1859 of 1,878,654 francs (75,147*l.*), which very considerable increase of 15½ per cent. places the port of Nantes, this year, in the position of the third port in France.

The following comparative Returns will show the quantities of each commodity in kilogrammes, imported and exported into, or from this port, during the year 1851, and the increase and decrease compared with the year 1858.

Articles.	1859.	Increase.	Decrease.
	Kilos.*	Kilos.	Kilos.
Wine	131,753	..	7,170
Brandy	90,227	9,118	..
Wood for Furniture	491,746	200,273	..
Dye Woods ..	1,879,352	1,038,466	..
Wood for Building.	15,577,627	..	325,563
Cheese	312,315	28,918	..
Cocoa	204,931	172,246	..
Raw Cotton ..	1,062,313	..	394,926
Iron in Bars ..	70,131	55,173	..
Pig Iron	2,999,142	615,668	..
Coals	152,171,259	..	14,525,100
Olive Oil	1,040,373	..	39,681
Palm and Cocoa Oil	98,082	..	60,044
Cod Fish	354,710	..	47,162
Manure	7,490,267	1,228,624	..
Lead	3,235,172	68,933	..
Pepper	295,937	48,124	..
Rice	452,047	..	17,155
Colonial Sugar ..	33,124,873	..	1,075,052
Foreign Sugar ..	19,314,737	4,209,345	..
Guano	3,656,387	1,129,077	..
Cod Liver	157,240	..	..
Coffee	3,000,401	..	490,526

The following is a statement of the general exportations in the year 1859.

Articles.	1859.	Increase.	Decrease.
.. ..	Kilos.*	Kilos.	Kilos.
Wood for Building.	397,997	..	303,229
Salted Butter ..	56,927	1,632	..
Brandy	58,114	..	170,495
Grain and Flour ..	203,439,297	54,479,957	..
Bullion	7,049	1,590	..
Lead	8,583	8,583	..
Salted Meat ..	72,398	16,145	..
Salt	4,177,775	..	2,187,461
Soap	120,000	85,145	..
Cotton Cloth ..	18,435	4,290	..
Woollen Cloth ..	56,578	52,726	..
Wines	544,318	160,879	..
Potted Provisions .	7,311,180	..	420,174
Mules	2,397	..	517
Skins	95,375	..	99,143
Sundry Building Materials.	4,196,400	...	87,011

* 1,015 kilogrammes = 1 ton of 20 cwt.

The following Tabular Statement will show the total quantities of goods of all descriptions imported into, and exported from this port during the year 1859, from and to Great Britain and her colonies:

Imports.

	Kilos.	Tons.
Coals	125,228,629	124,378
Coffee	756,491	745
Iron	1,262,570	1,243
Steel	3,227	3
Pig Iron	5,586,108	5,503
Iron Plates	814,646	826
Sugar	7,879,294	776
Machines	19,736	19
Wool	2,044	2

Exports.

	Kilos.	Tons.
Grain and Flour	145,776,600	143,220
Cloth	4,014	4
Tanned Hides	19,142	19
Raw Sugar	124,946	125
Cheese	2,962	3

During the year 1859 the average of the exchange between Nantes and London, for bills at sight, has been 25 francs 12 cents per 1*l.* sterling.

By the subjoined Return of the principal articles of consumption at this place during the year 1859, it will be remarked that the living at Nantes is by no means cheap, and there is no prospect of change for the better; it is more likely, on the contrary, to be the reverse, in consequence of the large quantities of provisions of every description daily forwarded to Paris, causing thus a relative scarcity here.

Articles.	Weight.		Value.					
	Kilos.	Lbs.	fr.	c.		£	*s.*	*d.*
Bread, 1st quality ..	1	= 2	0	20	=	0	0	2
Bread, 2nd quality ..	1	2	0	15		0	0	1½
Butter, Fresh ..	1	2	1	80		0	0	9½
Butter, Salted ..	1	2	1	70		0	0	8½
Beef, Mutton, & Veal .	1	2	1	45		0	0	7½
Pork	1	2	1	35		0	0	6½
Potatoes (per hectolitre)	..	..	5	00		0	4	0
Eggs (per dozen) ..	..	..	0	45		0	0	4½
Rice	1	2	0	70		0	0	7
Oil	1	2	1	20		0	0	6
Candles	1	2	1	20		0	0	6
Sugar	1	2	1	60		0	0	8
Coffee	1	2	4	00		1	1	8
Wine of the country (per barrel) ..	..	..	100—110			4	8	0
Vinegar.	..	..	92	00		3	14	0
Coals (per ton) ..	..	..	34	00		1	7	2
Wood (per load) ..	..	..	30	00		1	4	0
Faggots (per 100) ..	..	..	25	00		1	0	0
Charcoal (per sack) ..	..	..	5	00		0	4	0
Oats (per hectolitre) ..	..	..	8	40		0	6	0
Bran	50	105	8	00		0	6	5
Hay (per load of) ..	500	1,015	30	00		1	4	0
Straw (per load of) ..	500	1,015	30	00		1	4	0

According to the last census (1856) the population of Nantes amounted to 108,530 souls, being an increase within the preceeding 5 years of 12 per cent.

Within the last few years Nantes is supplied with good water by a French Company at a very moderate charge; paving and sewerage has also been vastly improved by the Municipal Council, which has had a salutary effect upon the public health; and on the whole the port of Nantes is in a rising and prosperous position.

GEORGIAN ISLANDS.

TAHITI.

Report by Mr. Miller, British Consul at the Georgian Islands, upon the Trade and Shipping at Tahiti during the year 1859.

THE subjoined Tables exhibit approximately the total amounts of trade and navigation for each of the last five years at the port of Papeete, through which the entire foreign trade of the island of Tahiti and its dependencies continues, it may be said, to be carried forward.

IMPORTS.

Years.	Vessels Entered.	Number.	Tonnage.	Crews.	Produce of South Sea Islands.		Other Merchandise.	Total.
					£		£	£
1855	In the foreign and coasting trade*	160	20,323	1,197	10,640	In these two amounts is unavoidably comprised the value of the Imports from Dependencies of Tahiti.	120,290	130,930
	Whalers refreshing ..	23	8,695	633				
1856	In the foreign trade ..	114	12,076	747	21,577		91,238	112,795
	Whalers refreshing ..	13	4,881	374				
1857	In the foreign trade ..	111	8,548	637	9,290	These three amounts do *not* comprise the value of the Imports from Dependencies of Tahiti.	98,322	107,612
	Whalers refreshing ..	17	7,708	538				
1858	In the foreign trade ..	110	10,511	698	9,677		74,185	83,862
	Whalers refreshing ..	19	6,972	574				
1859	In the foreign trade ..	124	11,877	895	10,242		71,015	81,257
	Whalers refreshing ..	11	4,280	359				

EXPORTS.

Years.	Vessels Cleared.	Number.	Tonnage.	Crews.	Produce of Tahiti and Dependencies, and of other South Sea Islands.	Other Merchandise. (Re-exported).		Total.
					£	£		£
1855	In the foreign and coasting trade*	165	22,078	1,243	14,056	33,110	In these two amounts is unavoidably comprised the value of the Re-exports to the Dependencies of Tahiti.	47,166
	Whalers	32	11,664	727				
1856	In the foreign trade ..	109	11,394	727	20,190	42,359		62,549
	Whalers	9	3,139	252				
1857	In the foreign trade ..	111	8,433	640	20,443	22,421	These three amounts do *not* comprise the value of the Re-exports to the Dependencies of Tahiti.	42,864
	Whalers	20	8,746	608				
1858	In the foreign trade ..	109	9,863	691	14,254	22,859		37,113
	Whalers	18	6,750	547				
1859	In the foreign trade ..	127	12,546	938	23,037	22,001		45,038
	Whalers	10	4,013	330				

The total value of exports above given for each year does not include the remittances made from Tahiti by bills of exchange on the French government, nor the remittances in specie originally put into circulation by the French authorities at this island, and from other sources. The precise amount of such remittances cannot be ascertained, but they must have constituted the greater proportion of the returns made from hence for the merchandise, other than island produce, imported.

A failing-off will be observed to have taken place within the last two years in the amount of the imports of such foreign merchandise; and this falling-off may, it is believed, be chiefly attributed to the reductions which have of late been made in the French garrison, as also to the diminished number of ships of war that that have been stationed at this island for some time past. The decrease arising from these circumstances, as well in the amount of money circulated as in the consumption of goods, naturally affected trade the more perceptibly, by reason of the thinness of the population of Tahiti and its dependencies, where the native inhabitants collectively do not probably exceed 13,000, and the foreign residents (exclusive of the French garrison) some 600 more.

The remarks contained in the commercial report from this consulate for the year 1856, upon the employment of British capital in the trade of Tahiti, as likewise the observations in that report respecting the origin and nature of the imports, and the character and state of the export trade, continue to be applicable up to the present time.

Some alterations have, however, recently been made in the established duties on imports, and these alterations it is now proposed to mention, together with certain other changes in the local regulations affecting trade and shipping, which have taken place since the transmission of the commercial report from this district, dated January 19, 1859.

The Customs regulations issued on the 17th of January, 1857, and described in the report, dated March 2nd of that year, received on the 25th of May last the following modification, viz.: that all goods exempt from duty might thenceforward be landed without being declared at the Custom-house by the importer, and without the presence of a Custom-house officer being requisite; but both these formalities, as well as that of a written permit, continue to be necessary for the discharge of dutiable goods. The value of *all* goods is required to be specified in the manifest.

The double import duties, the double tonnage dues, and all other differential charges that had previously been levied on foreign vessels not assimilated to French vessels, and on the dutiable goods imported by them, were abolished on the 30th of August, 1859. These changes did not affect either British, American (U.S.), or Chilian shipping, because all three had in such respects been already placed, in virtue of reciprocity, on the same footing as French vessels.

All foreign ships, and the goods imported thereby, now pay the same duties and dues as are paid by French ships and the goods imported by them. These duties and dues continue to be those that were established in respect of *French* ships by the tariff and tables which will be found in the commercial report from this consulate, dated the 2nd of March, 1857, subject, however, to the privileges in favour of whale ships and the produce of whale fishery, specified in the report for 1858, and with the further exception of an increased scale of duties on the importation of wines, spirits, and beer, which came into operation on the 1st February, 1860.

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* The latter being unavoidably included in the year 1855.

This new and augmented tariff of duties on liquors is as follows:—

		Frs.	cts.		£	s.	d.
Wine, red or white ..	hhd.	25	00	=	1	0	0
Ditto	case	5	00		0	4	0
Champagne	basket	10	00		0	8	0
Madeira	bottle	2	00		0	1	7
Sherry	„	2	00		0	1	7
Port	„	2	00		0	1	7
Rhine	„	2	00		0	1	7
Gin	„	4	00		0	3	2
Brandy (Eau-de-vie) ..	„	1	00		0	0	9½
Rum	„	1	00		0	0	9½
Kirsch	„	4	00		0	3	2
Absinthe	„	4	00		0	3	2
Vermouth	„	2	00		0	1	7
Cherry Cordial (Guignolet)	„	2	00		0	1	7
Fruits in brandy	flask	2	00		0	1	7
Liqueurs	case	12	00		0	9	7
Beer	hhd	35	00		1	8	0
Ditto, French	bottle	0	10		0	0	1
Ditto, Foreign	„	1	00		0	0	9½
Ale	hhd	35	00		1	8	0
Porter	„	50	00		2	0	0
Spirits exceeding the strength of 21° above proof ..	litre	10	00		0	8	0

Rum and tafias, made at the island of Tahiti, are liable to an excise duty of 20 centimes (*2d.*) the litre, when delivered for consumption on the spot; but if for exportation, they, like all other exports, are free of duty: it may, however, be observed, than the quantity of these spirits produced here is as yet insignificant. Papeete is the only port in the island of Tahiti or its dependencies at which liquors are allowed to be landed.

Those wines and spirits on which the foregoing tariff establishes a rate of duty by the bottle only, will, it is understood, when imported in cask, be liable to the same rate of duty per litre (61 cubic inches), as that which the tariff imposes upon them respectively per bottle.

The subjoined Table, prepared from published official returns, shows the amount of the duties of customs and navigation dues that were collected at the port of Papeete during the past year 1859, the several sums having been converted from francs into pounds sterling, at the current rate of exchange of 25 francs to the pound:—

	£
Duties of Customs—	
On Liquors imported	1,140
On other Goods imported	1,204
Navigation Dues—	
Tonnage Dues and Fees for Entry and Clearance	215
Total of Duties of Customs and Navigation Duties collected within the year 1859	£2,559

The following change in the regulations relative to the sale of goods, as described in the report for the year 1856, may be noticed, namely, that the price of the licence (patente) with which merchants, supercargoes, or captains of vessels, are still required to provide themselves prior to their selling goods, has for the current year (1860) been raised from the former rate of 20*l.* per annum to that of 24*l.* per annum. On the other hand, however, the licence may now be taken out by the month, instead of, as formerly, for not less than a quarter—a modification which seems principally intended for the benefit of such supercargoes or shipmasters as may be desirous of themselves selling their cargoes or goods without employing a resident commission agent.

Previous reports from this consulate have mentioned the fact of no corn or grain being grown at Tahiti or at its dependencies, and such still continues to be the case, with the exception of some trifling quantities of maize raised on this island. Flour is obtained from Valparaiso, San Francisco, and sometimes direct from Boston (U.S.) Barley from Valparaiso and San Francisco; beans from the former, and potatoes from the latter place. The prices of flour, &c, will be found in the accompanying return; and it may here be observed that flour, on an average, will not keep good for more than from six to seven months after its arrival in this country, where the mean temperature is 76° Fahrenheit, and the humidity during certain seasons excessive.

GREECE.

MOREA.

Report by Mr. Ongley, British Consul at Patras, on the Trade of the Morea.

THAT part of the present kingdom of Greece called the Morea, the ancient Peloponnesus, is divided into five departments, Argolis and Corinth, Arcadia, Messenia, Laconia, Achœa and Elis. These are subdivided into 21 districts, of which the whole of Greece contains 274.

The population in ancient times is said to have reached 3,000,000. In 1811 it was 398,709, of which 334,896 were Christians, and 63,413 Mahomedans. These latter have entirely disappeared, and the number of the Christian population in different years from 1821 to 1856, was as follows:—

1821	334,896
1832	385,322
1842	434,989
1852	508,427
1856	530,590

From the following Table of the births, marriages, and deaths, and also of the deaths in each month for the year 1852, it will be seen that the provinces or districts of Nauplia, Argos and Patras are the most unhealthy portions of the Morea, whilst Arcadia, the Switzerland of Greece, is the most healthy.

TABLE of Births, Marriages, and Deaths for 1852.

Provinces.	Marriages.	Births.			Deaths.			Total Population.	Population in 1856.
		Males.	Females.	Total.	Males.	Females	Total.		
Argolis and Corinth—									
Nauplia	76	150	129	279	243	193	436	11,879	13,104
Argos	143	278	223	501	408	418	826	19,892	21,658
Træzene	70	143	129	272	107	111	218	8,892	23,450*
Corinth	70	198	178	376	178	132	320	33,019	35,014
Spezzia and Hermion ..	149	212	185	398	184	162	346	8,913	20,110*
Total.	508	981	844	1,826	1,120	1,016	2,136	82,595	113,336

TABLE of Births, Marriages, and Deaths for 1852—*continued.*

Provinces.	Marriages.	Births.			Deaths.			Total Population.	Population in 1854.
		Males.	Females.	Total.	Males.	Females.	Total.		
Achæa and Elis—									
Patras	277	396	354	750	514	370	884	33,374	36,763
Ægialia	66	155	180	335	160	146	306	10,597	10,506
Kalavryta	184	464	376	840	338	292	630	40,690	43,145
Elis	256	603	522	1,125	529	459	988	35,280	40,237
Total	783	1,618	8,432	3,050	1,541	1,267	2,808	119,941	130,651
Arcadia—									
Arcadia	158	644	566	1,210	431	315	746	39,236	39,585
Cynuria	126	431	374	805	227	242	469	26,407	27,768
Gortyna	201	540	514	1,054	352	280	632	42,107	45,747
Megalopolis..	54	184	175	359	130	113	243	13,122	13,450
Total	539	1,799	1,629	3,428	1,140	950	2,090	120,872	126,550
Messenia—									
Calamas	134	276	241	517	215	156	371	19,006	19,382
Messenia	97	320	304	624	304	277	581	21,588	21,923
Pylos	51	157	144	301	165	91	256	14,921	15,870
Triphylia	124	340	317	657	361	246	607	21,287	22,086
Olympia	94	342	282	624	298	201	499	22,003	22,010
Total	500	1,435	1,288	2,723	1,343	971	2,314	98,805	101,271
Laconia—									
Lacedemon	130	458	418	876	413	343	756	35,177	37,773
Epid-Limara	52	183	163	346	153	138	291	13,552	14,068
Gythium	83	224	170	394	182	145	327	12,188	12,663
Ætylus	86	294	287	581	289	168	457	26,886	26,089
Total	351	1,159	1,038	2,197	1,037	794	1,831	87,803	90,593
Grand Total ..	2,681	6,992	6,231	13,224	6,181	4,998	11,179	510,016	562,401

TABLE of Deaths per Month in the Morea in the year 1852.

Provinces.	January.		February.		March.		April.		May.		June.		July.		August.		September.		October.		November.		December.		Total.
	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.	
Nauplia	40	19	18	17	18	10	24	20	8	7	24	10	34	11	15	19	19	14	18	16	11	27	17	20	436
Argos	32	26	35	22	91	27	22	14	13	15	12	15	49	69	61	54	28	33	41	42	48	55	47	47	898
Træzene	10	10	9	11	11	10	4	5	3	4	13	11	9	20	10	10	5	8	14	12	10	5	7	8	218
Patras	60	30	40	17	48	34	30	25	31	14	24	25	44	41	54	40	45	29	41	32	51	36	53	35	884
Ægialia	16	12	13	15	12	7	15	18	11	16	5	6	7	7	19	21	19	18	11	12	20	11	12	13	306
Kalavryta ...	35	30	40	22	34	30	26	28	18	20	17	21	24	21	42	44	30	27	24	14	25	20	24	18	630
Elis	67	47	36	35	48	47	24	32	35	23	23	23	47	37	49	43	47	30	39	45	60	45	54	50	988
Arcadia	35	25	28	49	11	14	24	17	27	13	20	12	59	34	43	49	70	50	51	40	34	24	29	18	746
Cynuria	20	28	22	19	20	18	21	22	16	12	18	15	24	19	21	27	16	21	16	28	19	26	18	10	469
Gortyna	34	29	32	18	24	25	29	32	24	13	22	18	32	20	37	31	37	34	30	25	24	23	27	14	632
Megalopolis ...	12	12	15	7	8	9	6	8	7	5	5	9	7	10	16	15	10	8	12	8	16	14	16	8	243
Calamas	28	21	14	10	11	16	13	8	16	6	14	9	17	11	21	8	18	12	22	26	16	18	25	11	371
Messenia ...	22	33	27	23	20	20	25	32	20	20	21	14	26	21	20	11	23	23	24	18	36	34	40	28	581
Pylos	29	13	17	11	21	9	9	5	16	4	3	5	7	4	13	11	11	4	11	6	16	7	17	12	256
Triphylia ...	44	36	44	20	28	24	22	18	21	15	13	17	31	16	34	21	25	22	38	22	30	19	31	16	607
Olympia	31	25	26	24	21	22	30	12	21	11	18	5	19	16	19	15	13	11	32	22	36	19	32	19	499
Lacedæmon ...	51	42	43	23	36	20	33	20	17	7	26	13	27	32	46	41	19	28	31	23	43	46	41	48	756
Epid-Limara ...	11	10	14	15	10	10	15	11	9	2	5	3	11	18	18	20	13	5	13	15	20	15	14	14	291
Gythium ...	12	14	7	15	13	9	16	9	15	7	18	13	15	15	16	6	11	10	25	16	16	13	18	18	327
Ætylus	29	17	13	21	23	10	20	17	16	12	23	5	21	12	22	24	18	15	38	9	42	24	24	5	457
Total ...	618	479	493	394	508	371	408	358	344	226	324	249	510	434	576	510	477	402	531	431	573	478	546	412	10,595

It is to be observed that the deaths of males, as compared with those of females, exceed the excess of male births over those of female, not only in the Morea, but in all Greece, for 1852—

Male deaths	6,181	
Female deaths	4,998	
		1,183
Male births	6,992	
Female births	6,231	
		761
Difference		412

And in the whole of Greece :—

Male deaths	11,691	
Female deaths	9,684	
		2,007
Male births	13,277	
Female births	12,066	
		1,211
Difference		796

being 8-10ths per thousand of the then population of 1,002,112. The health of the township (commune) of Patras is said to have greatly improved of late, owing to the cultivation of land in the neighbourhood, and the more perfect drainage and sewerage of the town. The following list of births and deaths for the last six years will show how far this assertion is true :—

Years.	Births.		Deaths.	
	Male.	Female.	Male.	Female.
1853 ..	200	166	377	210
1854 ..	191	173	276	203
1855 ..	163	175	214	180
1856 ..	175	172	297	227
1857 ..	217	165	405	339
1858 ..	282	220	301	218
	1,228	1,071	1,870	1,377

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* There appears to be some error in these numbers.

It is to be regretted that the town on the hill has been comparatively abandoned for the less healthy, but more convenient position close to the sea.

Its population in 1852 was 15,130, and it does not appear to have materially increased since then. Mantinea contained at that period—

Mantinea	7,271
Nauplia	4,260
Calamata	4,526
Sparta	1,634

It is evident from the following Table that the population is essentially agricultural, for the number of sailors in the return of Argolis and Corinth comprises those of Hydra and Spezzia, so that when these are deducted the return of seamen for the mainland of the Morea will be very small.

NUMBER of Persons engaged in various Employments in the Morea in 1853.

Employments.	Argolis.		Achæa.		Arcadia.		Messenia.		Laconia.	
	1853.	1856.	1853.	1856.	1853.	1856.	1853.	1856.	1853.	1856.
Bishops	3	..	2	..	2	..	2	..	3	..
Priests and Monks	496	..	817	..	481	..	330	..	556	..
Judicial Employés	74	..	49	..	40	..	39	..	25	..
Administrative Employés ..	147	..	101	..	125	..	91	..	90	..
Military and Naval Employés ..	591	..	197	..	438	..	200	..	630	..
Municipal Employés	500	..	817	..	817	..	720	..	686	..
Medical Men	33	..	22	..	31	..	17	..	35	..
Lawyers	42	..	21	..	31	..	14	..	20	..
Midwives..	112	..	230	..	136	..	109	..	131	..
Professors and Schoolmasters ..	48	..	54	..	96	..	26	..	50	..
Scholars, Male	4,657	..	4,122	..	5,785	..	2,211	..	3,347	..
„ Female	562	..	421	..	339	..	48	..	45	..
Agriculturists	18,100	20,916	30,058	29,376	27,829	27,279	24,157	28,094	21,298	23,242
Traders	494	1,101	568	675	657	798	421	310	513	416
Sailors	7,962	7,915	377	63	35	37	1,695	117	446	533
Manufacturers and Artizans ..	2,038	2,238	2,653	1,628	4,586	4,014	1,167	885	1,133	1,084
Poor	1,101	..	1,236	..	508	..	487	..	748	..

The area is said to be 21,575,000 stremmas, equal to 2,157,500 hectares, which, at 2 acres 1 rood 35 poles per hectare, make 5,326,328 acres. It consists of mountain land, intersected with well-watered fertile valleys. On high grounds, pine, plane, oak, Valonea oak, and wild pear trees are found; and on the lower land, olive, mulberry, fig and almond-trees, grain, leguminous vegetables, aniseed, liquorice, fustic, currant and common vine, tobacco, cotton, orange and lemon-trees, rice, madder-root, &c., are produced.

The cultivation of the current vine has greatly increased lately, particularly on the western and northern portions of the Peninsula, and seems likely to continne to do so. In 1858 the Greek Government, to encourage the culture of this plant, reduced the duty from 12 drachms per 1,000 to 5 drachms, to be decreased 1 drachm every two years till it ceases, and the tithe from 25 to 15 drachms per 1,000 lbs. It is estimated that the currant grounds in the Morea are about 200,000 stremmas, or 50,000 acres; and that in a good season, if the oïdium were to cease, they could produce 120,000 mils. of fruit, or 37,143 tons.

The price of currant grounds varies from 300 drachms to 1,200 per stremma, or 45*l.* to 130*l.* per acre; and an acre will produce from 1,200 to 4,800 Venetian pounds of dried fruit, worth from 20 to 60 dollars per 1,000 lbs. The cost of cultivating is about 32 to 42 dollars per acre, including therein 8 to 12 dollars cost of the sulphur reduced to powder to put on the plants. This is done immediately the fruit has set in May, and then at two subsequent periods. It is gathered in the beginning of August, and placed on the drying-grounds, where it remains from six to twelve days, after which the grains are detached from the stalk by striking them gently with a broom; the fruit is then put into a winnowing machine to separate it more perfectly from stalks and dirt, and it is then fit to be packed for exportation. The time for drying the currants is a most anxious moment for the grower, who then trembles at the sight of every cloud, for it frequently happens that the whole of his produce, when laid out to dry, is injured if not totally destroyed by rain; a single shower alone takes off the beautiful bloom from the fruit, so that it no longer presents so pleasing an appearance to the eye of the purchaser. When too much wetted by rain it is useful only for distillation. The finest currants are produced in the province of Achæa, and are called Patras and Vostizza quality. A practice has been introduced lately of making, in the spring, round the stem of each vine, an incision, which prevents the sap's returning to the root; by this means the fruit becomes larger, more juicy, but less sweet, and requires more time in drying than that of the vines which have not been so treated.

The quantity of grain produced on the western side of the Morea is rather more than is required for its consumption; and in 1858 about 20,000 quarters were exported to the Ionian Islands. This might be increased if roads were made to enable the grower to bring his corn to market at a moderate expense.

The plantations of mulberry-trees for feeding silkworms have been greatly extended; it is estimated that there are now as many as 1,600,000 of the former in all Greece.

Fig-trees have also been planted in great abundance, and there are now about 300,000 in the Morea, principally near Calamata. The dried fruit is sent to the consumer strung on rushes, not packed in boxes as in other countries.

The number of olive-trees in Greece was, in 1854, considered to be about 2,000 000, whereas now there are 8,000,000, estimated to produce annually 10,000,000 okes of oil, or 12,500 tons; but it will gradually increase in quantity as the trees grow older. The whole, however, is required for local consumption, for each family consumes at least from 50 to 100 okes annually; and we find that in 1857 about 800,000 okes were imported into Greece from Turkey. The price of an olive-tree is from 1*l.* to 4*l.*, and each tree produces from 1 to 10 okes of oil; but in general olive-trees give a good crop only once in two years.

The cultivation of the common grape vine has also been considerably increased; and a Company has been formed for making wine. A Frenchman has been engaged to superintend the practical part of the business. The establishment which was at Athens is now at Patras. The wine made is good; but resembles rather the light wine of the south of France than the strong wine of the southern latitudes. The present price is 1½ drachm per oke, or 1·30 of a drachm per bottle, (2*s.* 6*d.* per gallon). It is intended to sell the vintage of 1859 at a much lower price.

The Sultana grape has also lately been introduced from Smyrna, and thrives very well. About 65 tons of this quantity have already been exported, and as the price in England is from 60*s.* to 70*s.* per cwt., it well merits the attention of the landowners and agriculturists of this country.

The orange and lemon-trees do not thrive well in

northern part of the Morea, the cold being
quently too great for them; but in the southern
t, near Calamata, they succeed well.

any of the peasants in Greece hold land of their
n. Others cultivate farms on the metayer system;
owner of the land providing the farm-house, agri-
ural implements, and seed. The produce, after
ucting the seed, is divided in certain proportions
ween the cultivator and the owner of the land. A
at part of the ground is national property, and the
ivator of it pays to the Government as rent 15 per
t. of the produce. A good deal of this national
perty has also been sold to private individuals, pay-
by yearly instalment of 3 per cent. on the cost
e; and instead of paying the tythe or dime of the
duce, he pays a property-tax of 3 per cent. per
um on a valuation of the land every three years.

hurch property in the Morea is rather large.
eigners can hold property. Tithe deeds, as also
tgages on landed property, are registered in a book
t at each demos, or commune.

anufactories.—There are few manufactories in
Morea. There is one silk-winding manufactory at
amata having .50 reels; two for making liquorice
e, one of which is worked by steam; two small
manufactories; three distilleries on a large scale,
at Patras, one at Pyrgo, and one at Nauplia; and
herous small private stills.

manufactory for spinning cotton-twist, moved by
er, is in operation in the neighbourhood of Patras.
slin is also printed there.

ines, Minerals, &c.—There are some marble quarries
several districts, but they are not worked; speci-
as of emery-stone and lead-ore have also been found.

ublic Works.—In 1837 a mole was commenced at
ras, and is still unfinished. It is 15 yards wide,
now about 240 yards long. One is also in course
onstruction at Corinth, and one at Catacolo, which
make that port a good one. A carriage-road has
been made from it to the town of Pyrgos, a dis-
ce of about eight miles.

n 1836 a road was commenced from Tripolizza to
Bay of Nauplia, a distance of about 34 miles, and
finished in 1856. Some small pieces of road have
n made in various parts, and some bridges; but the
ks all proceed very slowly. The expenses are paid
efly by the commune, and towards paying them
h adult male is obliged to contribute three or five
s' work, or pay for a substitute, at the rate of half
lollar per diem. The roads are badly made; no
d foundation is given to them, so that they are
ckly cut up by carts in wet weather. A hospital is
ng erected at Patras. A line of telegraph has been
up between Athens and Patras; and a cable has
n laid down across the entrance of the Gulf of
panto from Rhium to Antirhium, with the inten-
n of carrying on the line to the Turkish frontier,
thence to Italy or Trieste.

Education.—Great attention has been paid to this
Greece. There were in 1852 three principal public
ools or gymnasiums in the Morea; one at Patras,
at Nauplia, and one at Tripolizza, in which were
ght Greek, Latin, mathematics, geography, natural
tory, physics, and French. Each school had a head-
ster and five assistants. There were also two
ilar schools at Athens, one at Syra, and one at
mia, the whole maintained at an expense to the
ate of 200,000 dollars per annum. In addition to
se, there were in the several towns in Greece 79
nor schools for boys, having 5,342 scholars, in
ich were taught ancient Greek, Latin, catechism,
Scriptures, geography, and history, first principles
physics, natural history, and drawing. Each school
d a head-master and two assistants, and the whole
t the Government 297,512 drachms, or 10,625*l.*,
nually. There were also in Greece 431 communal
ools for the education of boys, maintained at an
pense to the State of 115,292 drachms, and to the
mmunes of 324,329 drachms. There were also 40
ivate schools, 31 public schools for girls, having 4,380
olars, where nearly the same lessons were taught as
the boys. In addition to which there were 300 schools where only reading was taught, having about 11,000 scholars, besides seventeen private schools.

There were also two schools for forming schoolmasters and mistresses for the primary schools, as well as an ecclesiastical school, and several schools for orphans, founded by private individuals; also an agricultural school at Tirynth, in Argolis, which is very little frequented.

The whole number of public and private establishments in Greece was, in 1852, 934, having 1,265 masters and mistresses, and male scholars, 58,635; female scholars, 16,323.

These schools, together with the university at Athens, cost the State 749,620 drachms, or 26,772*l.*, and the communes paid also 338,125 drachms, or 12,074*l.*, of which 180,660 drachms, or 6,452*l.*, were the proportion belonging to the Morea. There is every reason to believe that the expense of these establishments has increased of late with the increase of the population and pecuniary resources of the communes.

In some of the principal towns of the Morea, the number of schools in 1859 was as follows:—

Towns.	Schools.	Scholars.	Masters.*
Patras	11	1,800	25
Vostizza	8	440	9
Pyrgos	12	720	13
Calamata	22	1,560	25
Tripolizza	19	1,340	20
Nauplia	4	780	10
Argos	2	380	4
Total ..	78	7,020	106

The system of educating is the same as in 1852. English also is taught at Patras, and the scholars make great progress.

The public education in Greece is divided into four classes, viz.: the communal schools form the first class, the ancient Greek schools the second class, the gymnasium the third class, and the university the fourth class.

The labouring classes in the Morea are frugal, sober, and industrious; bread made of Indian corn or barley in winter, and of the latter in summer, with olives, onions, and cheese, form their principal food; their habitations are also rudely constructed, generally of bricks made of earth or clay, dried in the sun, and are destitute of the conveniences of civilized life.

Crime is not of frequent occurrence, owing, probably, to the facility with which every one capable of working can find employment. In fact, numbers of Ionians come over every year to the Morea during the fine season. At Patras alone as many as 2,500 come during the year, and return to their homes after a few months.

The wages usually paid at Patras are:—

		Dr.	lep.		Dr.	lep.		s.	d.		s.	d.
Common Agricultural Labourer ..	per diem	2	0	to	2	80	=	1	5	to	2	0
Carpenter ..	„	4	0		5	0		2	10		3	6½
Blacksmith	„	4	0		6	0		2	10		4	3¼
Man Servant	per month	30	0		40	0		21	4		28	5
Maid Servant	„	15	0		20	0		10	7		14	3
Boatman ..	per diem	3	0		2	0		2	1½		1	5
Cooper ..	„	4	0		6	0		2	10		4	3¼

The prices for the following articles are—

		Dr.	lep.		Dr.	lep.		s.	d.		s.	d.
Bread ..	per 2¾ lbs.	0	42	to	0	56	=	0	3½	to	0	4¾
Meat ..	„	1	20		1	60		0	10¼		1	1¼
Olive Oil ..	„	1	70		..			1	2½		..	
Fish ..	„	1	0		..			0	8½		..	
Cheese ..	„	2	0		..			1	5¼		..	
Wood for Fuel	„	0	2		0	3		0	0⅛		0	0¼
Charcoal ..	„	0	1		0	10		0	0¾		0	1
Soap ..	„	1	50		..			1	0¾		..	
Onions ..	per 1000	8	0		12	0		5	8¼		8	6½
Garlic ..	„	15	0		..			10	8		..	
Salt ..	per 2¾ lbs.	0	8		0	12		0	2¾		0	1¼
Wine ..	„	0	40		..			0	3⅓		..	
Vegetables	per bundle	0	5		..			0	1¾		..	
Cabbage ..	per pair	0	25		..			2	0⅛		..	
Flour ..	per 2¾ lbs.	0	65		..			0	5½		..	
Butter ..	„	4	0		..			2	10		..	
Honey ..	„	1	20		..			0	10¼		..	
Sugar ..	„	1	80		..			1	3⅜		..	

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* Pay of masters from 250 to 260 drachms per month, increased by one-fifth after five years' service.

Justice.—The principal tribunals in Greece are—1st. The Areopagus, or Superior Court of Appeal, at Athens, consisting of eight members. 2nd. Two Courts of Appeal, one at Athens, and one at Nauplia, consisting of ten members, five of which form a quorum; it takes cognizance of appeals from the lower courts, and by a special law adjudicates in cases of barratry. 3rd. Ten courts called "Tribunal de première Instance," having in all seventy-two members. Each nomos, or department, has one of these courts, and three judges form a quorum; it takes cognizance of all civil suits which do not come under the jurisdiction of the justice of the peace and commercial court, particularly all suits relative to real property, and all questions submitted to it by the mutual consent of the parties. It also decides, not subject to appeal, suits relative to chattels not exceeding in value 500 drachms; also questions of real property, of which the annual rent does not exceed 25 drachmas; it also decides appeals made to it from the court of the justice of the peace, and acts also as "Tribunal Correctionnel" for minor offences. 4th. 112 courts, called Courts of the Justice of the Peace, presided over by one judge. This court decides, not subject to appeal, suits for sums not exceeding in value 20 drachms (17*s.* Eng.); and subject to appeal, suits relative to chattels or moveable property not exceeding in value 100 drachms (3*l.* 11*s.* 1*d.*); and without reference to amount, actions relative to boundaries, trespasses, and disputes between master and servant, or workman, and such like. It also performs various notarial acts, seals up goods and effects in case of death, and superintends the interests of minors, and acts also as a police-court for minor offences. 5th. The Commercial Court is composed of one judge and two merchants as assessors. Appeals from its decisions can be made to the Court of Appeal, and thence to the Areopagus, and the code of Napoleon is the commercial law of Greece. 6th. The Criminal Court, which is a section of the "Tribunal de première Instance," examines all accused persons brought before it; those supposed to be guilty of crime it sends to the Assize Court; the others it condemns or sets at liberty, according to circumstances. The Assize Court sits once every three months, and is composed of a president, four judges, and twelve sworn jurymen. The judges are named by the minister of justice within four weeks of the closing of the previous court. The jurymen are chosen, six by the accused and six by the king's counsel, out of a list of twenty-four, and these are chosen from one of thirty drawn up once a year by the nomarch. They decide by plurality of voice, and in case of equality the accused is considered not guilty. The civil law of Greece is the old Roman law, a digest of which was made many years ago by a certain judge, Armenopulo, of Salonica. The judges are appointed by the king, and hold their post during his pleasure. They receive 300 drachms per month (11*l.*), but when they act as "Juge d'Instruction" they receive 25 drachms per month (1*l.* 7*s.* 9*d.*) more. The Greeks are fond of litigation; but crimes in the Morea are not frequently committed by Hellenic subjects. There are in Greece five prisons for criminals, of which four are in the Morea, viz., at Nauplia, Palamide, Pylos (Navarino), and Rhium; and several prisons for persons under accusation, in which also condemned persons are kept, when their sentence of imprisonment does not exceed two months. The number of prisoners in 1852 was 1,450, of which 110 were females; they were then allowed 30 lepta (2½*d.*) per diem. for their maintenance; this has since been decreased to 20 lepta per diem. and three-fourths of an oke of bread; they are not provided with any bedding, and only in extreme cases with clothes. They are allowed to do for their maintenance any work that does not require such tools as might facilitate their escape; and at Palmida they have a workshop in which they are forced to work, and receive a portion of the profits of their labour. The prisons, as compared with the usua habitations of the class from which criminal offenders generally come, are not much to be complained of.

The following is a Table of the state of crime from 1841 to 1850, from official date :—

Nature of Crime.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.
Incest	..	..	..	..	..	..	..	..	1	..
Procuring Abortion	..	..	1	..	..	..	..	..	3	..
Murder and Manslaughter	11	5	13	19	27	19	27	39	44	48
Accessory to ditto	..	..	..	..	8	7	..	6	9	8
Attempt at ditto	2	..	..	3	..	..	..	..	..	..
Contempt of Court and its Officers ..	1	2	5	1	5	3	1	1	2	1
Seduction	..	2	1	..	7	1	1	1	8	7
Fraud	1	3	1	..	1	1	6	1	3	1
Abuse of Confidence	..	..	1	..	..	..	..	..	6	3
Breach of Prison	..	..	..	..	1	..	..	..	..	..
Unnatural Crimes	..	2	..	..	..	..	..	..	1	1
Seizing other's Property	..	..	..	..	..	..	..	..	1	1
Rape	12	17	20	14	25	17	11	19	10	33
Attempt at ditto	2	5	7	1	6	2	3	5	10	1
Bigamy	..	..	..	..	2	3	2	4	4	1
Assault	..	..	..	..	..	..	2	1	5	4
Exposing Infants	..	..	..	1	1	..	..	1	..	..
Arson	2	4	1	6	13	1	6	7	10	5
Rescue..	..	..	2	1	..	..	..	1	..	..
Suppression of Public Documents ..	..	..	..	..	..	2	..	1	1	..
Ditto Private ditto ..	..	..	..	..	1	..	..	..	..	..
Abusive Language	..	..	1	1	..	3	..	..	..	..
High Treason..	..	..	..	..	..	3	2	..	..	1
Cattle Stealing	..	..	..	..	..	..	..	..	1	3
Embezzlement of Public Money ..	..	..	..	..	..	..	1	1	2	3
Sacrilege	..	..	..	..	..	..	..	..	..	1
False Coining..	..	..	4	3	..	..	2	..	..	..
Theft	38	46	21	47	84	38	44	46	64	12
Highway Robbery	22	20	28	58	103	50	79	57	93	115
Barratry	..	1	4	..	..	..	..	..	..	..
False Imprisonment	..	1	3	1	1	1	1	..	3	..
Forgery	4	2	10	3	2	3	6	3	7	7
Revolt..	..	..	..	..	1	3	..	..	..	..
Assault and Battery	23	21	19	21	36	26	27	34	81	61
Stealing	11	7	6	1	2	1	2	5	5	5
Poisoning	..	..	..	2	..	..	..	..	1	1
Destroying other's Property	1	1	..	2	..	..	1	1	1	1
Murder	14	19	13	23	51	28	32	31	36	12
Attempt at ditto	..	2	1	3	5	9	3	10	11	12
Fraudulent Bankruptcy	1	4	1	3	..	..	2	..	..	1
Perjury and False Witnessing ..	16	14	13	8	10	1	8	7	8	8
Total	164	180	176	222	400	226	273	391	387	480

In all, 2,799 cases, of which 4,724 individuals were cused, 2,310 were declared not guilty; and of the maining 2,472, 332 were condemned to death, 131 perpetual imprisonment in irons, 657 to imprisonent in irons for a fixed period, 717 to solitary connement, and 645 to simple imprisonment. The number civil suits, in 1852, before the Areopagus were 540; efore the Court of Appeal, 2,076; before the "Triunal de Première Instance," 12,710; before the Justice of the Peace, 22,602; total, 37,928. Out of which, 2,951 suits were ultimately brought before the Superior Courts, in which the decisions of the lower courts were, in 1,346 cases, confirmed.

Trade.—That of Greece has been gradually increasing. The exports and imports for the last eight years, as well as the duty collected here, have been as follows:—

Years.	Imports.	Exports.	Duty on Imports.	Duty on Exports.	Transit Dues.	Fines on Smuggling.	Total Amount of Customs.
	£	£	£	£	£	£	£
1851	923,450	494,689	99,611	29,857	3,572	830	133,870
1852	892,221	371,507	68,686	22,029	2,575	586	93,876
1853	721,784	321,031	68,545	22,611	2,206	202	93,564
1854	759,649	242,829	57,431	24,535	2,136	246	84,348
1855	944,774	387,293	85,229	22,798	15,837	337	124,201
1856	1,071,717	928,571	110,318	35,639	7,238	317	153,512
1857	1,308,437	870,105	119,164	31,593	3,202	332	154,291
1858	1,443,083	893,714	132,972	29,256	1,948	625	164,801
	8,065,115	4,509,739	741,956	218,328	38,714	3,475	1,002,463

f which, the following is the portion belonging to the Morea:—

	Imports.		Exports.		Receipt of Customs.	
	1857.	1858.	1857.	1858.	1857.	1858.
Patras	295,840	277,014	430,330	410,000	43,854	37,102
Nauplia	49,802	59,409	35,882	28,461	5,755	5,965
Gythium	6,150	4,260	15,787	15,221	1,110	1,169
Kalamata	22,604	32,265	17,353	105,944	568	7,061
Cyllene	17,213	4,376	66,033	41,638	3,020	1,632
Total	391,609	377,324	505,385	601,264	54,307	52,929

In 1859 the trade at the following places was—

	Imports.	Exports.
	£	£
Patras	298,989	499,874
Calamata	13,320	40,889
Pyrgos	5,583	29,506

The various articles exported from Greece to foreign ountries, and imported therefrom for the last two ears, together with their values, will be found in the eparate Tables accompanying this Report.

The following is a summary statement.

From or To.	Imports.		Exports.	
	1857.	1858.	1857.	1858.
	£	£	£	£
ngland	287,538	351,433	403,409	374,579
merica	22,688	28,459	1,035	8,230
ustria and Germany	296,552	284,155	166,264	137,649
olland and Belgium	40,871	65,072	..	..
rance	186,931	224,796	67,030	91,401
onian Islands ..	24,632	30,460	43,855	32,063
wo Sicilies	23,923	50,077	5,599	5,851
ussia	32,326	41,498	18,259	8,511
gypt	7,025	15,655	10,388	5,439
urkey	269,606	278,145	121,203	153,674
Danubian Provinces..	7,598	14,460	25,189	7,183
ardinia and Tuscany	28,303	12,340	4,307	4,936
Other Countries ..	—,160	7,656	6,315	21,326
Total .. £	1,23 1,153	1,404,386	872,853	850,842

In addition to the above, the following amount of goods were entered, in 1858, into the bonding warehouses:—

	£
Syra	236,292
The Piræus	17,445
Patras	10,064
Nauplia	129
Hydra	579
Total	£264,509

Of which goods, 137,185*l.* worth were re-exported to foreign countries, principally to Turkey.

It will be seen that the duty on imports has averaged 9$\frac{1}{5}$ per cent., and that on exports 5 per cent. In 1858, however, it was only 3$\frac{1}{4}$ per cent., arising from the fact that the duty on currants had been reduced to 5 drachms per 1,000 Venetian pounds, which was about 3 per cent. on the then price of the article. It will be also evident that the imports in the eight years have exceeded the exports by 3,559,735*l.*, or at the rate of 444,216*l.* per annum. The question is naturally asked how has Greece been able to pay annually so large a sum over and above the value of its exports? the answer is, that it sells a considerable number of vessels yearly to foreign countries, particularly at Syra, for in the year 1858, twelve small, and eighty-four large vessels were thus disposed of, measuring 19,000 tons. The remainder is probably made up by the profit from the carrying trade in Hellenic craft, particularly that from one Turkish port to another, in which the masters of vessels act not only as masters, but as merchants; for on leaving Greece they take on board funds with which they purchase their cargoes at one port, not unfrequently smuggling part of it on board, and resell it in another, and after a certain time return to the port of register and divide the profits, after deducting interest and charges, between the crew and owners of the ship, in settled proportions, which are generally one-half to the ship, and the other half to the crew, the master and one or two of the most capable sailors receiving larger shares than the rest.

Nearly one-half of the exports of Greece, consisting principally of currants, goes to England.

Turkey, added to Egypt, holds the second rank; and when we consider that the Greek marine lives by its carrying trade in and with Turkey, it is evident that any interruption in the friendly relations between the two countries would be ruinous to Greece.

The Greek mercantile marine, in 1858, consisted of 3,920 vessels, measuring 268,600 tons, and manned by 23,128 seamen; of these, two were small steamers of 336 tons; 2,660 vessels of the first-class, of only 26,567 tons; and 1,258 of the second-class, measuring 241,697 tons; this class includes all vessels above 60 tons. In 1857, the tonnage was 325,000, with 25,000 sailors; but 96 vessels, measuring 19,000 tons were sold to foreigners, as already mentioned. Of the mercantile marine, the portion belonging to the ports of the Morea was as follows:—

RETURN of the Mercantile Marine belonging to the Ports of the Morea, in the year 1858.

Port of Registry.	Sailing Vessels.					
	1st Class.		2nd Class.		Total.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Nauplia	57	302	1	203	58	505
Poros.	230	1,775	9	1,387	239	3,162
Coron	236	2,196	19	3,031	255	5,227
Patras	89	1,169	7	1,449	96	2,668
Pylos.	32	205	..	..	32	205
Calamata	117	825	..	..	117	825
Cyllene	6	58	..	..	6	58
Total	767	6,530	36	6,120	803	12,650

NUMBER of Vessels which arrived at Patras, in the Morea, for the year 1858.

Whence coming.	Sailing Vessels.				Steamers.		Total.	
	1st Class.		2nd Class.		Number.	Tons.	Number.	Tons.
	Number.	Tons.	Number.	Tons.				
England	2	72	15	2,463	11	3,526	28	6,070
Austria.	13	488	76	11,185	..	...	89	11,673
Ionian Islands. ..	326	5,565	75	9,975	89	26,022	490	41,562
France..	..	..	9	1,397	..	..	9	1,397
Two Sicilies	24	785	31	3,520	3	1,077	58	5,382
Tuscany.	..	..	8	1,246	..	....	8	1,246
Turkey.	12	225	3	446	1	449	16	1,120
Greek Ports	3,439	46,003	163	18,463	111	36,042	3,713	100,508
Total	3,816	53,138	380	48,694	215	67,126	4,411	168,958

NATIONALITY of the Vessels which arrived at Patras, in the Morea, for the year 1858.

Whence coming.	Sailing Vessels.				Steamers.		Total.	
	1st Class.		2nd Class.		Number.	Tons.	Number.	Tons.
	Number.	Tons.	Number.	Tons.				
English.	6	103	101	16,545	70	28,136	177	44,784
American	..	..	1	278	..	..	1	278
Austrian	5	259	25	4,066	96	19,200	126	23,525
French..	..	..	1	108	..	..	1	108
Ionian..	304	3,988	5	743	..	..	309	4,731
Two Sicilies	127	2,910	26	2,386	..	..	152	5,296
Dutch	..	..	6	825	1	590	7	1,415
Turkish.	20	510	4	435	..	..	24	945
Other countries ..	..	..	1	180	..	..	1	180
Greek	3,354	45,368	211	23,128	48	19,200	3,613	87,696
Total	3,816	53,138	380	48,694	215	67,126	4,411	168,958

NUMBER of Vessels which arrived at the other Ports of the Morea.

Whence coming.	Sailing Vessels.				Steamers.		Total.	
	1st Class.		2nd Class.		Number.	Tons.	Number.	Tons.
	Number.	Tons.	Number.	Tons.				
England	3	104	66	15,321	..	..	69	15,425
Austria.	14	616	73	12,250	..	..	87	12,866
Egypt	13	42	14	2,595	..	..	27	2,637
France.	2	28	78	22,450	..	..	80	22,478
Ionian Islands. ..	809	9,845	56	8,159	49	9,896	914	27,900
Spain	..	..	32	7,549	..	..	32	7,549
Two Sicilies	13	375	10	2,010	..	..	23	2,385
Holland.	..	..	5	812	..	..	5	812
Danish Provinces ..	1	22	7	1,622	..	..	8	1,644
Sardinia	..	..	20	3,808	..	..	20	3,808
Tuscany.	..	..	4	755	..	..	4	755
Turkey.	176	3,112	226	33,760	..	..	402	36,872
Other countries ..	4	176	6	926	..	..	10	1,102
Greek Ports	19,373	168,947	679	65,663	515	174,177	20,567	408,787
Total	20,408	183,267	1,276	177,680	564	184,073	22,248	545,020

NATIONALITY of Vessels which arrived at the other Ports of the Morea.

Whence coming.	Sailing Vessels.				Steamers.		Total.	
	1st Class.		2nd Class.					
	Number.	Tons.	Number.	Tons.	Number.	Tons.	Number.	Tons.
English	..	..	38	7,403	14	8,999	52	16,402
Austrian	3	135	22	3,957	100	19,678	125	23,770
French	..	..	6	1,013	..	..	6	1,013
Ionian	841	9,393	18	2,260	..	..	859	11,653
Two Sicilies	151	3,657	15	3,072	..	..	166	6,729
Wallachian	22	531	5	497	..	..	27	1,028
Sardinian	..	..	25	4,867	..	..	25	4,867
Tuscan	1	27	5	1,279	..	..	6	1,306
Turkey	60	1,293	13	1,667	1	300	74	3,260
Other countries	7	238	23	3,153	..	..	30	3,391
Greek	19,323	167,993	1,106	148,512	449	155,096	20,878	471,601
Total	20,408	183,267	1,276	177,680	564	184,073	22,248	545,020

The following Tables show the arrival of vessels in the Morea for the year 1858 (O. S.) :—

The port charges and light-dues are as follows :—

	Port Charges.		Light Dues.	
	Dr.	lep.	Dr.	lep.
Vessels from 6 to 20 tons	0	50	0	50
" 21 " 50 "	1	00	1	00
" 51 " 100 "	2	00	2	50
" 101 " 150 "	3	00	3	50
" 151 " 200 "	3	00	5	00
" 201 " 300 "	4	00	8	00
" 300 and upwards	5	00	10	00

The quarantine dues per ton are for—

	Dr.	lep.
Vessels coming from a foreign port with cargo and leaving with another cargo	0	12
Vessels coming from a foreign port with cargo and leaving in ballast	0	8
Vessels coming from a foreign port in ballast and leaving with cargo	0	8
Vessels coming coastwise with cargo and leaving in ballast	0	2
Vessels coming coastwise with cargo and leaving with cargo	0	6
Vessels coming coastwise in ballast and leaving with cargo	0	4
Vessels coming coastwise in ballast and leaving in ballast	0	2

The only foreign flags allowed to engage in the coasting trade are the Turkish and Hanoverian. In the Treaty with the latter power there is a special clause that the Greek authorities shall arrest deserters from Hanoverian vessels, and deliver them to the Consul; but as in the Treaty between Greece and Great Britain, it is not stated that British vessels shall be placed on the footing of the most favoured nations, difficulties have occasionally arisen about arresting sailors who have deserted from their ships. Considering how much Greece owes to England, the latter flag ought certainly not to be placed on a less favourable footing than that of any other power.

In Greece there is only one bank, which was established at Athens in 1842, and is called The Greek National Bank. Its capital is 6,000,000 drachms, formed by 6,000 shares, at 1,000 drachms per share. It has branches in the Morea, at Patras, Calamata, and Nauplia. It is allowed to issue paper to such an extent as that the money in the coffers of the bank is not to be less than one-third of the paper in circulation, and the balance of accounts current payable at sight. The paper circulation in 1859 was as follows: in October, 8,240,000 drachms; in June, 5,592,000 drachms; average, 7,118,600 drachms. It acts as a Bank of Deposit, advances money on mortgage of landed property for long and short periods, at 7 per cent. per annum; discounts bills, and advances money to its customers generally at 8 per cent., on their giving a personal or material guarantee. Its profits during the year 1859 were 989,874,87 drachms, of which 377,474,97 drachms were retained to meet possible losses, and the remainder divided amongst the shareholders at the rate of 100$\frac{44}{400}$ drachms per share, or 10$\frac{3}{4}$ per cent. profit.

The Ionian Bank has an agency at Patras, which discounts bills, and purchases and sells paper on Europe, an operation which is generally advantageous. There are also as many as seven insurance companies; they take not only sea-risks, but also those against fire. A life insurance company, called the Pronia, has also just come into existence.

The commercial charges are, on sales of imports, 2 per cent. commission, and $\frac{1}{2}$ per cent. brokerage, and the term of credit varies from three to six months. On purchase and shipment of exports, 3 per cent. commission and $\frac{1}{2}$ per cent. brokerage. Payment is generally in cash, and sometimes a short credit is granted. Commission and brokerage on collecting and procuring freight, 5 per cent.

Weights and Measures.—The oke is equal to 2$\frac{4}{5}$lbs. English; the quintal (44 okes) is equal to 123lbs.; the mil, or 100 pounds Venetian; 2,128lbs. are calculated to the ton; the barrel of oil weighs 48 okes, the barrel of wine 50 okes, the barrel of spirit 44 okes; the pike for manufactures, 27 inches; the pike (woollen cloth), 28$\frac{1}{2}$ inches; the pike (land measure), 32 inches; the stremma, of which 10 are equal to 2a. 1r. 35p., or about 1r. per stremma; and a kilo is equal to one bushel.

Coins.—Those of Greece are the gold otho of 20 drachms, weighing 89 grains, 9-10ths fine, worth 14*s.* 2$\frac{1}{2}$*d.*; the silver piece of 5 drachms, weighing 345 grains, 9-10ths fine; the silver, 1, $\frac{1}{2}$, and $\frac{1}{4}$ drachm; the copper piece of 10, 5, 2, and 1 lepta. The gold and silver coins have almost disappeared from circulation, but copper coin is very plentiful. Foreign coins pass at rates fixed by a Government tariff; the following are those principally current :—

	Dr.	lep.
English Sovereigns	28	12
Napoleon	22	33
Turkish Pound	25	42
Austrian Ducat	13	06
Austrian and Bavarian Dollar	5	78
Austrian Twenty Creutzer Piece	0	92
Five Franc Piece	5	58
Franc	1	11
Mexican and Spanish Dollar	6	00
Silver Rouble	4	41
Turkish Dollar	5	00

Bills on Europe are usually drawn at three months date. The exchange on England varies from 50 to 53 pence per Mexican dollar of 6 drachms.

Taxes.—The taxes in the Morea, and in the whole of Greece, are of two sorts—direct and indirect; some collected for account of the State, and others collected by the communes for their special wants. The direct taxes collected by Government on various articles are as follows :—

Cereals, raised on private lands, pay 10 per cent., or a tithe of the amount of the produce; and if raised on national lands, 15 per cent. more as rent.

Olive-trees pay 10 per cent. on the oil, and 2 leptas per oke for olives used for eating.

Cocoons.—20 per cent., and on mulberry-trees above five years of age, 5 leptas per tree is levied.

Currants.—Those of Elis, Olympia, and Gortyna pay 15 drachms per 1,000 pounds Venetian, and if raised on national property 10 per cent. per mil as rent. Those of other places pay the same rate on exportation at the Custom-house under the name of land tax.

Gardens.—The tax on gardens is divided into three classes, and is from 3 to 12 drachms per stremma, or one-quarter of an acre, according to the nature of the garden. Market-gardens, melon-grounds, green food for horses, &c., tobacco, and cotton-grounds, 3 to 12 drachms per stremma.

Vineyards are divided into five classes, and pay as follows:—

Dr.	lep.	
0	70	per stremma.
1	50	„
2	20	„
3	50	„
4	50	„

Double when the vineyards are national property.

Figs.—23 drachms per thousand strings, weighing about 2¾lbs. each string.

Valonea.—2 to 3 drachms per quintal of 44 okes.

Lemons and Oranges.—1 drachm per thousand.

Vermilion.—1·50 drachm per oke.

Madder-roots.—2 drachms per quintal.

Beehives.—25 leptas per hive.

Cattle, Horses, and Pigs.—1 drachm each.

Asses.—50 Leptas.

Sheep and Goats.—25 leptas.

Cattle, and animals for ploughing pay nothing, nor do calves, foals of horses and asses.

Each family also is allowed one pig free of tax.

Licence or Tax on Trades and Professions.—This tax is regulated by a Commission, before which the tax-payer has the right to lay his objections, and it is divided into seven classes. The first-class pays 75 to 50 drachms per annum, and the lowest class 10 to 4 drachms per annum. The rate is regulated according to the importance of the trade and population of the town wherein the tax-payer carries on his business. Shops and manufactories newly set up are exempted from this tax for three months. Agricultural labourers, cultivators of lands, shepherds and cattle-drivers, midwives, authors, schoolmasters and professors, writers in newspapers, sculptors, painters, water-carriers, porters, cobblers, and all apprentices and children of artificers, are also exempted from this tax.

Houses.—All houses that are let, and houses in which the proprietor carries on his trade, although not hired, pay 4 per cent. on the amount of rent.

Indirect Taxes. Customs.—A new tariff of customs was introduced in 1857, by which almost every article pays duty by weight. Coals are admitted free of duty, as well as some trifles. It is stated that the maximum duty on imports is 15 per cent., and on exports 6 per cent., which latter rate is to be gradually decreased one-fifth every two years till it ceases.

Stamps.—There are various sorts, and they produced in 1851 1,148,091 drachms, and are calculated to produce in 1859 1,500,000.

In the province of Laconia the above direct taxes are not levied, except those on animals and trades, which latter is paid only at Gythium, and produces about 1,000 drachms annually; but when any of its produce is sent into another province, or exported, it then pays the tithe of 10 per cent.

The taxes on cereals and some other produce are let, but the farmers of them have been guilty of so much injustice and oppression that the Government has brought before the Chambers a Bill for substituting a fixed land-tax for the present system of taking the tithe of the produce.

Municipal Taxes.—The communes have the right of levying taxes within their district not exceeding 2 per cent. on all such agricultural produce as pay direct taxes to the Government. They may also take on animals and bee-hives a rate not exceeding one-fifth of the direct Government tax, and on all articles entering into the commune for local consumption a rate not exceeding 2 per cent. on their value; but this can be done only by the principal dimos of the district, or by such as have a Custom-house within it.

This last tax in the dimos of Patras, and some others, is now only ½ per cent. The funds of the communes are managed by a mayor and council; the former is chosen every three years, and one-third of the latter is changed at the end of the same period, so that the whole council is renewed once in nine years.

The income and expenditure of the communes of the Morea, in 1857, were as follows:—

Provinces.	Receipts.		Total Amount of Receipts.	Expenditure.
	Direct Taxes.	Indirect Taxes.		
	Dr.	Dr.	Dr.	Dr.
Argolis & Corinth—				
Nauplia	22,055	8,140	76,405	76,305
Argos	26,971	4,730	48,515	49,755
Træzene	10,781	6,281	30,016	29,666
Corinth	85,520	4,360	172,630	174,682
Spezzia and Hermion	7,223	46,310	72,217	50,112
Total ..	152,500	69,821	399,783	380,520
Achæa—				
Patras	111,985	100,153	386,212	386,212
Ægealea	98,692	870	124,023	124,203
Kalavryta ..	51,516	4,320	101,366	..
Elis	58,770	6,075	121,765	122,265
Total ..	320,963	111,418	733,366	632,680
Arcadia—				
Mantenea ..	39,107	15,542	67,190	67,190
Kynuria	33,238	5,110	45,239	..
Gortyna	39,120	1,061	71,462	71,462
Megalopolis ..	12,150	..	12,735	12,685
Total ..	123,615	21,713	196,626	151,337
Messenia—				
Calamas	40,997	18,101	88,661	91,826
Messenia	43,796	70	69,534	65,942
Pylos	28,776	1,784	45,239	48,900
Triphylia	56,158	6,522	124,579	96,353
Olympia	17,223	600	72,868	72,868
Total ..	186,950	27,077	400,881	375,889
Laconia—				
Lacedemon ..	89,005	9,905	117,733	118,392
Epidaurus Limara	26,216	1,205	38,349	30,654
Gythium	21,242	4,450	26,314	26,254
Œtylus	34,415	692	41,612	44,381
Total ..	170,878	16,252	224,008	219,681
Grand Total ..	954,906	246,281	1,954,664	1,760,107

In the column of total receipts are included not only the direct and indirect taxes, but also the sums received from fines at the police, rent of communal property, and various sources of revenue.

In 1852 the amount received was only 2,234,856 drachms, or 79,816*l.* sterling, for the whole of Greece, out of which 338,125 drachms, or 12,072*l.*, were expended for maintaining the communal schools, and 244,703 drachms (8,739*l.*) for public works.

The following official Table of the expected receipts in 1859 from direct taxes in the Morea, based on those of previous years, gives a pretty correct idea not only of the revenue received by Government, but also of the quantity and description of produce grown in each district. Of these taxes, those on valonea, figs, vermilion, galls, oranges, lemons, and currants, excepting the currants grown at Elis, Olympia, and Gortyna, pay the tax only on embarcation at the Custom-house, when the regular duty of customs is also levied.

The official returns of the receipts at the Custom-house, under the head of direct taxes, for the years 1857 and 1858, fully confirm the general correctness of the following Table:—

TABLE of Receipts from Direct Taxes.

Provinces.	Cereals.	Vineyards.	Gardens and Cotton Grounds.	Currants.	Olives and Oil.	Silk and Cocoons.	Valonea.	Figs.	Vermilion.	Oranges and Lemons.	Beehives.	Cattle.	Trades and Professions.	Houses.	Total.
	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.	Drs.
Achaea—															
Patras	175,000	18,000	6,000	160,000	5,500	2,000	10,000	..	500	..	1,000	60,000	20,600	12,000	470,600
Elis	300,000	22,000	10,000	90,000	6,000	10,500	6,500	..	..	..	1,600	73,000	6,000	2,600	528,200
Kalavryta	165,000	18,000	2,000	..	..	8,500	..	..	..	..	700	38,000	4,300	900	237,400
Œgialea.	35,000	15,000	2,500	124,000	4,000	10,000	..	..	..	..	1,400	10,000	2,600	900	205,400
Total	675,000	73,000	20,500	374,000	15,500	31,000	16,500	..	500	..	4,700	181,000	33,500	16,400	1,441,600
Argolis—															
Nauplia and Argos	150,000	26,000	43,000	48,000	2,500	3,500	500	..	2,500	..	1,400	56,000	10,000	7,000	350,400
Corinth	260,000	36,000	3,500	72,000	25,000	3,500	..	..	..	..	1,500	46,000	4,300	2,000	453,800
Hermion	16,000	3,500	1,000	..	20,000	..	..	50	..	..	500	..	..	..	41,050
Trœzene	13,000	3,000	2,000	..	25,500	..	..	..	..	17,500	400	..	..	..	61,400
Total	439,000	68,500	49,500	120,000	73,000	7,000	500	50	2,500	17,500	3,800	102,000	14,300	9,000	906,650
Laconia—															
Lacedemon	170,000	26,000	5,000	2,000	75,000	95,000	..	..	..	..	1,600	55,000	6,000	3,000	438,600
Epid-Limara	75,000	8,000	6,000	1,000	13,000	..	..	..	..	..	1,300	1,000	1,000	600	106,900
Gythium*	..	..	..	..	..	..	..	..	..	..	..	1,500	1,200	1,900	4,600
Œtylus*	..	..	..	..	..	..	..	..	..	..	..	..	..	..	45,000
Total	245,000	34,000	11,000	3,000	88,000	95,000	..	..	..	..	2,900	57,500	8,200	5,500	595,100
Messenia—															
Kalamata and Messenia	220,000	22,000	17,300	48,000	105,000	60,000	20,500	100,000	1,500	..	1,500	50,000	12,000	6,000	663,800
Olympia	120,000	10,000	6,000	35,000	1,000	3,200	..	..	..	..	500	28,000	1,600	800	206,100
Pylos	95,000	3,000	7,700	124,000	30,000	2,500	..	..	..	..	600	27,000	2,000	800	292,600
Triphylia	125,000	10,000	5,000	108,000	35,000	3,200	..	..	..	..	750	3,300	3,000	1,300	294,550
Total	560,000	45,000	36,000	315,000	171,000	68,900	20,500	100,000	1,500	..	3,350	108,300	18,600	8,900	1,457,050
Arcadia—															
Mantenea	280,000	20,000	15,000	..	500	8,000	..	..	..	..	700	38,000	65,000	3,000	430,200
Kynuria.	30,000	13,000	5,000	..	50,000	14,000	..	..	..	..	750	23,000	3,500	800	140,050
Megalopolis	105,000	11,000	200	..	200	1,200	..	..	..	..	400	26,000	800	400	145,200
Gortyna.	160,000	11,000	500	5,000	300	4,200	..	..	..	..	650	40,000	7,000	800	229,450
Total	575,000	55,000	20,700	5,000	51,000	27,400	..	..	..	..	2,500	127,000	76,300	5,000	944,900
Grand Total { Drachmas . ..	2,494,000	275,500	137,700	817,000	398,500	229,300	37,500	100,050	4,450	17,500	17,250	575,800	150,900	44,800	5,345,300
Grand Total { £ Sterling. ..	89,071	9,839	4,918	29,178	14,232	8,189	1,339	3,513	161	625	616	20,564	5,389	1,600	190,904

* 100,000 drachmas were received on produce exported from these districts, according to private informations and by official statement.

TABLE shewing the Amount of Articles imported from different Countries to Greece during the Years 1857 and 1858.

Articles.	England.		America.		Austria and other German States.		Egypt.		Holland and Belgium.		France.		Ionian Islands.		Two Sicilies.		Danubian Provinces.		Russia.		Sardinia and Tuscany.		Turkey.		Other States.		TOTAL.	
	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Unworked Silver	100	362	...	...	711	1,065	...	...	...	...	510	344	...	...	...	...	...	...	36	6	...	...	30	128	3	2	1,890	1,907
Colonials	3,300	3,442	134	1,891	947	591	515	890	415	...	992	1,059	14	24	...	69	...	...	...	...	194	...	582	158	4	...	7,097	8,124
Cotton	...	...	...	...	4	26	...	96	...	...	131	30	...	...	...	...	...	...	...	...	...	...	445	582	36	3	616	787
Butter	30	8	...	...	69	63	15	...	...	69	41	6	...	110	...	...	...	9	1,046	2,081	...	...	2,071	2,291	1	...	3,273	4,637
Dye-woods	13,438	3,488	...	...	280	1,683	...	11	...	45	1,299	1,083	14	181	...	5	...	...	...	...	11	...	171	4,556	4	...	15,217	11,052
Staves	...	...	...	...	7,889	3,750	...	...	...	...	...	...	65	61	...	5	...	...	...	...	...	...	1,092	1,195	15	...	10,061	5,011
Coals	774	3,235	...	7	12	1,331	...	...	...	10,457	...	1	72	5	...	...	...	...	...	...	...	...	174	235	...	7	1,032	15,278
Grain and Flour	200	462	...	...	2	182	2,513	4,737	...	...	...	517	166	783	...	...	6,283	10,455	16,165	30,525	...	...	106,291	85,928	...	430	132,160	134,019
Raw Hides	2,343	13,662	3,637	7,890	260	8,665	852	4,645	...	...	7,548	60,295	199	447	5	16,226	495	...	2,487	652	3,110	...	16,104	29,086	32	14	37,072	141,590
Dressed Hides	822	288	...	...	281	4,480	...	53	...	...	16,699	16,156	...	257	...	...	...	...	1,495	471	2	1,877	476	4,426	...	14	19,775	28,022
Oil	869	622	393	649	588	219	140	...	...	...	543	93	5,791	780	...	...	...	...	91	3	102	...	28,128	2,435	730	36	36,982	4,188
Furniture	1,951	850	...	...	2,028	4,290	...	7	...	342	5,460	7,513	84	84	200	332	...	...	46	...	806	279	325	280	87	201	11,380	14,827
Utensils and Instruments ...	85	144	...	...	681	120	...	...	...	...	283	406	4	7	...	28	...	...	...	...	212	...	47	46	...	...	1,312	751
Sugar	6,909	8,673	176	14	3,824	3,415	...	52	38,615	47,581	34,716	35,579	2,425	4,222	...	641	...	...	...	...	225	133	834	160	53	173	87,777	100,643
Cattle	...	...	...	...	1	32	...	...	...	...	...	...	163	738	...	96	...	...	...	...	...	...	22,351	40,271	...	5	22,515	41,142
Sheep and Goats	...	...	...	...	...	...	...	...	...	...	...	14	3	136	...	23	...	...	...	...	...	...	1,708	7,363	...	2	1,711	7,538
Sulphur	43	12	...	...	1,894	2,092	...	...	...	...	871	3	1,244	597	15,059	22,660	...	...	...	...	...	3	6	8	29	934	19,146	26,309
Coffee	5,439	4,383	15,358	12,607	3,161	7,236	26	216	...	76	3,060	9,206	1,640	2,174	...	405	...	...	...	...	29	42	32	280	...	...	28,745	36,625
Wax	244	...	...	...	3,414	2,940	...	4	87	175	301	119	...	44	188	210	...	...	...	79	...	...	835	1,513	...	...	5,069	5,084
Cocoons	...	...	...	...	...	...	...	...	...	...	...	...	...	70	...	...	...	...	...	...	...	...	4	53	...	160	4	283
Tobacco	504	193	125	64	151	367	...	11	...	960	312	263	...	...	...	...	...	...	...	...	...	...	3,755	3,248	1	2	4,848	5,108
Hemp	12	139	...	...	1,307	1,173	...	...	...	...	123	...	...	13	...	8	...	...	...	...	...	76	...	2	116	...	1,558	1,411
Tin	1,085	2,533	...	...	95	74	...	...	...	...	...	153	2	...	...	...	...	...	...	...	...	...	...	1	...	...	1,182	2,761
Thread	2,725	2,130	...	9	1,188	692	...	...	...	112	852	601	...	1	...	...	...	...	...	...	...	5	189	115	...	...	4,954	3,665
Hardware	4,133	2,734	...	...	16,560	8,080	2	...	...	...	20,702	10,547	5	41	37	75	...	...	...	...	193	111	779	637	...	123	42,411	22,348
Silk	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	664	462	...	...	664	472
Wool	...	123	...	...	128	21	...	...	...	...	124	80	...	62	...	...	...	...	10	59	...	...	87	509	3	8	352	862
Mastic	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	231	1,153	...	...	231	1,153
Lead	1,310	445	...	3	684	1,037	...	...	...	660	1,729	3,154	4	...	...	...	...	...	...	...	2	...	1	59	...	...	3,730	5,358
Machinery	750	1,109	...	151	281	400	...	...	...	...	466	352	55	7	...	18	...	...	...	...	...	7	...	38	...	...	1,552	2,082
Cotton Twist	29,986	38,541	...	...	2,151	591	208	...	...	...	959	63	...	2,195	...	...	...	...	...	...	...	...	615	671	...	20	33,979	42,081
Wood for Ship-building ...	11	...	...	...	3,700	3,220	...	...	...	...	80	...	36	...	...	...	230	110	...	36	...	5	11,236	6,024	...	42	15,293	9,437
,, Houses	1,184	...	...	...	33,077	32,507	...	...	...	...	48	1	1,011	...	...	42	12	260	419	6	...	...	10,521	9,641	...	44	46,272	42,508
Rice	261	9,258	16	821	10,419	12,438	1,285	327	16	...	791	1,267	128	...	1	767	12	605	...	...	8,140	4,943	1,035	431	91	1,126	22,195	31,983
Leguminous Seeds	277	...	...	...	134	644	303	407	...	25	...	1	162	...	30	16	...	89	155	615	...	...	5,687	6,311	...	18	6,748	8,126
Spirits	1,641	24,989	139	17	3,404	3,426	...	...	...	...	168	...	717	...	16	2	...	...	...	...	8	...	850	2,768	...	21	6 943	31,223
Gunpowder	5,578	2,193	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	...	...	9	...	142	5,580	2,345
Pottery	2,219	2,315	...	...	1,870	921	64	...	...	...	1,924	3,259	963	...	2,001	555	...	...	...	1	408	308	688	448	39	26	10,176	7,833
Raw Iron	29,120	20,126	...	15	600	2,332	...	...	...	323	28	1,024	43	...	...	...	...	...	28	...	36	215	46	106	...	...	29,901	24,141
Worked Iron	7,461	8,547	16	23	10,407	10,373	...	...	...	1,762	4,051	4,134	324	...	24	65	...	...	...	3	33	225	453	348	23	130	22,792	25,610
Rope	801	810	...	...	16,369	12,294	...	...	...	...	661	230	135	...	35	21	...	...	207	1,182	324	120	1,742	721	230	434	20.504	15,812
Sponge	...	...	...	...	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	143	21	1	...	144	33
Soap	51	80	...	...	229	247	31	98	...	...	50	139	4,072	3,688	...	46	...	...	...	...	...	...	7,030	3,760	1	...	11,664	8,058
Tea	163	268	...	1	5	7	...	...	...	...	...	...	...	3	...	...	...	...	107	...	...	...	...	11	...	...	275	290
Cheese	62	40	...	...	84	43	...	...	1,614	275	295	662	...	6	3	1	22	85	11	...	5	...	2,924	774	1	97	5,021	1,983
Manufactures of Cotton ...	123,605	132,271	1,912	4,177	49,513	25,694	290	41	...	22	10,103	7,080	2,045	3,811	159	27	...	...	...	...	...	97	1,929	243	55	766	189,611	174,229
,, Wool ...	15,500	30,593	4	...	22,894	25,982	6	556	...	...	7,269	8,893	60	61	...	...	...	...	...	4	11,548	623	9,630	11,971	20	28	66,931	78,711
,, Linen Cloth	2,632	4,835	3	...	9,347	5,590	...	...	...	...	3,307	1,423	57	25	46	...	...	...	...	...	...	1	21	237	1	18	15,414	12,129
,, Silk	2,374	3,061	...	...	12,450	8,894	13	78	...	...	13,054	16,901	108	10	9	...	...	...	...	21	...	17	274	716	3	258	28,285	29,956
,, Sundries ...	1,545	2,392	...	107	5,038	9,977	1	96	...	...	6,613	4,048	121	43	...	...	...	...	...	3	...	67	643	137	...	9	13,961	16,879
Woollen Cloth	2,065	3,455	...	...	24,694	12,743	...	22	...	...	10,280	11,142	60	88	...	...	...	...	...	1	5	2	124	89	80	369	37,308	27,911
Glass	1,732	136	...	...	2,737	5,349	...	1	24	1,232	2,880	3,208	14	4	...	...	...	...	...	...	116	...	156	51	20	...	7,679	9,981
Medicines	818	274	65	5	3,805	3,202	...	1,030	...	...	631	1,195	66	15	...	28	...	...	...	2	...	...	...	201	...	40	5,385	5,992
Gold	162	1	...	...	5,105	6,352	...	...	...	...	1,432	2,800	33	7	...	...	...	...	...	...	...	...	16	18	6	...	6,754	9,178
Copper	8,771	6,805	1	...	6,229	6,756	30	...	...	...	917	915	119	94	...	...	...	...	...	...	...	8	536	1,958	...	3	16,603	16,359
Paper	669	825	...	...	388	6,287	...	...	...	490	6,103	6,330	333	624	...	470	...	...	23	...	2	...	111	292	...	...	7,629	15,323
Caviar	...	...	...	...	5	...	...	...	...	...	...	...	17	...	...	...	...	2,920	9,116	4,973	...	...	452	2,338	...	...	9,590	10,231
Steel	290	709	...	...	1,472	4,917	...	...	...	69	...	21	...	...	...	...	...	...	...	...	...	...	...	1	...	...	1,762	5,717
Brass	135	914	...	...	2,216	870	...	...	...	...	187	...	...	20	3	8	...	...	...	...	...	...	17	165	...	24	2,558	2,001
Sundries...	1,359	8,958	709	...	21,770	28,633	671	2,277	100	396	18,336	2,474	2,058	8,922	6,207	7,228	4	107	884	775	2,792	3,176	25,315	40,466	1,475	2,027	81,680	105,439
Total ... £	287,538	351,433	22,688	28,459	296,552	284,155	7,025	15,655	40,871	65,072	186,931	224,796	24,632	30,460	23,923	50,077	7,598	14,640	32,326	41,498	28,303	12,340	269,606	278,145	3,160	7,656	1,231,153	1,404,386

TABLE shewing the Amount of Articles exported from Greece to different Countries during the years 1858 and 1859.

Articles.	England.		America.		Austria and other German States.		Egypt.		Holland and Belgium.		France.		Ionian Islands.		Two Sicilies.		Danubian Provinces.		Russia.		Sardinia and Tuscany.		Turkey		Other States.		TOTAL.	
	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.	1857.	1858.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Sea Salt ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	173	...	...	...	173	...
Tallow ...	...	...	...	...	6	...	...	...	...	...	...	...	21	...	...	...	...	...	...	...	...	...	5	29	...	...	32	29
Valonea ...	5,342	2,213	...	...	4,082	16,991	...	...	...	...	6	...	776	...	3,417	4,217	...	...	...	...	3,675	4,782	26	3	2,388	5,340	19,712	33,546
Cotton ...	4	...	...	...	42	175	...	...	...	...	...	...	506	...	...	...	...	...	...	...	...	...	2	14	5	...	559	189
Aniseed ...	...	...	...	...	18	7	...	...	...	...	608	...	30	...	...	...	...	...	...	...	...	...	223	182	...	...	879	189
Potatoes...	...	...	...	...	...	...	65	46	...	...	...	...	36	...	...	...	...	...	...	...	...	...	160	299	...	...	261	345
Grain ...	1,297	4,911	...	...	3,464	1,792	...	...	...	...	...	...	16,786	...	...	54	...	...	...	...	...	...	1,458	1,455	102	1,233	23,107	9,445
Raw Hides	13	5	...	...	11,181	2,996	...	...	...	...	437	357	297	405	...	115	...	...	...	...	...	...	755	1,053	...	3	12,683	4,934
Dressed Hides ...	...	227	...	...	6,248	1,546	4,356	1,653	...	...	...	...	3,537	3,115	...	350	25,095	6,876	...	2,430	...	...	56,478	43,214	...	...	95,714	59,411
Olives ...	...	...	...	...	...	...	6	89	...	...	...	...	205	196	...	...	...	25	...	6	...	...	117	1,041	207	148	535	1,505
Oil of Olive	2	37	...	...	...	227	...	...	...	...	...	...	...	157	...	...	47	7	...	4,045	...	...	1,970	12,493	...	9,455	2,019	26,421
Butter ...	...	2	...	...	96	5	...	...	...	...	...	...	29	...	...	...	...	...	...	...	...	...	34	144	...	24	159	175
Cattle ...	...	...	...	...	...	...	...	...	...	...	...	...	4,742	7,285	...	...	...	...	...	...	...	...	3,468	2,778	731	...	8,941	10,603
Sheep and Goats	...	135	...	...	...	...	...	...	...	...	...	...	4,687	8,032	...	...	...	...	...	...	...	...	479	11	...	196	5,166	8,374
Tobacco ...	12,987	11,932	...	...	103	516	4,878	2,548	...	...	1,892	7,702	2,678	3,402	...	...	...	73	826	1,647	...	...	4,605	3,594	9	435	27,978	31,849
Onions ...	4	...	...	...	...	...	35	...	...	...	...	...	607	258	...	...	...	...	...	...	...	...	79	180	148	76	873	514
Cocoons ...	...	...	...	...	924	1	804	...	...	...	51,572	62,823	...	2	...	...	...	...	...	...	...	...	...	851	50	6	53,350	63,683
Wax ...	...	...	...	...	135	125	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	62	45	...	...	197	170
Galls ...	...	...	...	...	699	58	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	599	58
Oranges and Lemons ...	...	...	...	...	2	180	...	...	...	...	...	...	16	9	...	...	...	...	...	18	...	...	2,803	18,443	...	1	2,821	18,651
Linseed ...	...	...	...	...	...	...	...	...	...	...	...	...	23	14	724	...	...	...	...	...	...	...	5	...	...	...	752	14
Wool ...	960	1,049	953	...	8,447	2,635	...	...	...	...	461	29	1,019	214	...	43	...	...	...	...	632	...	2,358	1,371	1,312	67	16,112	5,408
Silk ...	645	1,621	...	...	83	...	...	...	...	...	6,182	15,632	35	194	...	...	...	...	...	...	...	...	996	894	...	...	7,941	18,341
Honey ...	30	37	...	...	12	40	...	126	...	...	...	5	369	296	...	...	...	...	...	...	...	...	3,516	3,463	32	25	3,959	3,392
Wood ...	15	...	...	...	84	4	...	...	...	...	164	...	831	1,013	...	...	...	...	...	...	...	...	234	804	292	3	1,620	1,824
Wine ...	...	...	...	...	276	...	1	211	...	...	...	...	...	46	23	3	...	...	17,410	...	...	...	15,533	19,641	576	18	33,819	19,919
Leguminous Seeds	...	79	...	...	...	3	...	...	...	...	...	...	201	158	...	...	...	...	...	...	...	...	178	160	12	11	391	411
Rice ...	...	...	...	...	...	...	...	...	...	...	...	...	38	1	...	...	...	...	...	...	...	...	18	128	...	...	46	129
Spirits ...	2	9	...	...	5	51	...	49	...	...	1	...	...	141	...	...	...	3	...	...	...	...	183	1,457	...	...	191	1,710
Vermilion ...	1,070	1,805	...	...	139	...	119	321	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	142	...	908	1,328	3,176
Madder-roots ...	...	17	...	...	280	1,219	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	119	3,112	1,074	...	...	3,392	2,429
Resins ...	...	...	...	...	...	...	...	...	...	...	...	...	129	...	...	...	...	...	...	...	...	...	877	836	...	...	1,006	836
Emery ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	105	...	...	...	105
Sponge ...	2	1,829	...	...	10,107	16,877	...	...	...	...	334	1,935	1	...	...	28	...	...	...	...	...	...	...	98	...	...	10,444	20,767
Currants ...	379,680	347,917	...	8,159	100,542	62,260	6	126	...	...	...	692	94	214	566	...	...	1	...	...	...	11	348	2,276	...	10	481,236	421,666
Raisins ...	150	100	...	...	209	234	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	359	336
Figs ...	...	246	...	...	17,099	26,205	...	...	...	...	...	...	420	281	...	...	42	25	...	176	...	...	8,778	14,075	...	2,403	26,339	43,411
Cheese ...	13	74	...	...	633	765	36	153	...	...	2	...	1,072	1,716	...	...	...	...	...	...	...	7	7,337	8,164	228	65	9,321	10,944
Sundries...	1,193	334	82	71	1,348	2,737	82	117	...	...	5,371	2,226	4,670	4,374	869	1,041	5	173	23	189	...	17	4,833	13,155	263	899	18,739	25,333
Total ... £	403,409	374,579	1,035	8,230	166,264	137,629	10,388	5,439	...	...	67,030	91,401	43,855	32,063	5,599	5,851	25,189	7,183	18,259	8,511	4,307	4,936	121,203	153,674	6,315	21,326	872,853	850,842

The total amount of Government and communal taxes and customs in Greece is estimated at 18,162,946 drachms (648,676*l.*), which make 17 drachms, or 12*s.* 1¾*d.*, per head, on the population of 1,067,216; but the portion paid by the inhabitants of the Morea is greater than that paid by continental Greece and the islands, although the area and population of the latter districts are rather larger than those of the former.

The diminution in Great Britain of the duty on currants, figs, wine, and brandy will greatly increase the export trade to it from this country, and give also a considerable impulse to production; and if good roads be made into the interior, so that produce may be brought to the ports by carts, instead of beasts of burden, there will be a great increase to the revenue, and to the general prosperity of the country.

Communications between the different ports of the Morea, and also with Athens, are kept up by the steamers of the Greek Steam Navigation Company lately established. They touch also at the Ionian Islands, where they join the line that runs from Constantinople to Trieste. The accommodation is not so good as on board the boats of the Austrian Lloyds Company, nor are the arrivals and departures so regular. It is hoped, therefore, that the Lloyds Company will again allow their steamers to touch at Patras, so that a direct and regular communication between this port and Europe, *viâ* Trieste, may be maintained.

On the whole the Morea is improving, and will no doubt continue to do so; but its progress does not seem to have been much greater than that of Crete under the Turkish rule, whilst the taxes are lighter in the latter country than in the former.

The exports and imports of Greece, with its population of rather more than a million, amounted in the eight years, from 1851 to 1858, to 12,574,854*l.*, or 1,571,857*l.* per annum, being about 30*s.* per head; whilst in Crete, in 1851 and 1856, they reached 1,619,254*l.*, or 809,627*l.* per annum, which comes to 62*s.* on 260,000, the estimated number of its inhabitants. These, since 1832, have increased exactly in the same ratio in the two countries. If increase of trade and population be a proof of good Government, that of Crete up to 1858 appears to have been quite equal, if not superior, to that of Greece.

Report of Mr. Neale, British Consul at the Piræus of Athens, on the Trade of Greece for the year 1859.

THE four years 1856, 1857, 1858, and 1859, have proved very favourable to Greece as regards her general progress, the amount of importation, and that of exportation.

The following is a Table of the value of imports and exports from 1st January, 1851, to 31st December, 1858.

Years.	Imports.	Exports.	Total.
	Drs.	Drs.	Drs.
1851	25,819,702	13,851,802	39,670,904
1852	24,982,205	10,402,212	35,384,417
1853	20,209,960	8,988,890	29,198,850
1854	21,270,162	6,799,221	28,069,403
1855	26,453,672	10,844,225	37,297,897
1856	30,000,000	26,000,000	56,000,000
1857	36,636,235	24,362,957	69,999,129
1858	40,405,341	25,024,008	65,429,349
Total	225,777,297	126,272,715	352,050,012

While the total of imports and exports in 1858 are nearly double that of 1851, it will be observed that there is an apparent falling off in the value of exports in 1858 as compared with 1856; but this is only apparent, as the Customs, by a diminution of the duties by the new tariff of 1857, lost on exportation 470,000 drachms, and on importation 590,000 drachms, and on transit dues 70,000 drachms, making a total loss to the Custom-house in favour of the great principle of free trade of 1,130,000 drachms.

In 1858 the value of the imports and exports of the various ports of Greece was as follows:—

Ports.	Imports.	Exports.	Total.
	Drs.	Drs.	Drs.
Piræus	8,168,144	1,186,900	9,355,124
Chalcis	284,481	272,203	556,683
Kume	125,523	278,859	404,382
Lamia	1,086,265	149,290	1,235,555
Syra	16,993,815	3,439,544	20,433,359
Tenos	357,423	138,812	496,237
Santorin	504,304	680,481	1,184,785
Nauplia	1,663,462	796,906	2,460,368
Hydra	774,093	355,682	1,129,775
Spetzia	613,336	46,016	659,382
Gythium	119,281	528,185	545,466
Kalamata	906,218	2,966,158	3,872,376
Patras	7,756,367	11,479,214	19,235,581
Glarenza	122,528	1,165,862	1,283,390
Missolonghi	279,966	414,147	694,113
Vonitza	291,870	692,910	1,084,780
Astacos	32,104	427,698	459,802
Galixidi	226,129	107,062	333,191
Total	40,405,341	25,024,008	65,429,349

In addition to these items, Greek produce was taxed in 1857 at 821,825 drachms, representing a value of 8,000,000 drachms.

In 1858 the imports of the principal places were as follows:

	Drs.
Piræus	8,168,144
Lamia	1,068,265
Syra	16,993,815
Nauplia	1,663,462
Patras	7,756,367
Other Places	6,737,288
Total	40,405,341

The exports from the principal places in 1858 were as follows:—

	Drs.
Piræus	1,186,980
Syra	3,439,544
Kalamata	2,966,158
Patras	11,479,214
Other Places	5,952,152
Total	25,024,008

In 1858 a tax was levied on Greek produce as follows:

	Drs.
Currants	707,801
Valonia	145,093
Figs	145,917
Vermilion	5,430
Galls	320
Madders	4,560
Oranges and Lemons	19,859
Produce of Laconia	50,859
Total	1,049,666

The value of the imports by countries in 1857 and 1858 were as follows:—

Countries.	1857.	1858.
	Drs.	Drs.
England	8,902,657	9,877,116
America	669,345	797,087
Austria	8,729,840	7,847,509
Egypt	196,768	438,246
Belgium	24,878	579,184
France	5,268,242	7,008,095
Ionian Islands	1,209,710	936,815
Naples	672,935	1,576,749
Holland	1,146,170	1,354,624
Danubian Principalities	212,793	410,020
Russia	1,012,574	1,163,639
Sardinia	372,946	207,111
Tuscany	419,729	140,090
Turkey	7,721,132	7,852,219
Divers Countries	76,516	217,836
Total	35,636,235	40,405,341

It thus appears that the imports from England in 1858 were about one-quarter of the whole Greek imports.

The exports in 1857 and 1858, by countries, were as follows:

Countries.	1857.	1858.
	Drs.	Drs.
England	11,297,221	10,509,924
America	29,009	230,473
Austria	4,653,673	3,856,765
Egypt	290,957	155,206
France	1,877,230	2,559,347
Ionian Islands	1,228,412	1,755,003
Naples	156,796	168,912
Holland	..	51,516
Danubian Principalities	703,350	201,205
Russia	521,267	556,857
Tuscany	27,900	138,258
Turkey	3,397,005	4,427,871
Divers Countries	178,137	598,677
Total	24,362,957	25,024,008

It thus appears that of the total Greek exports, England figures for two-fifths, and it is to be remarked that this produce goes to England in English ships.

Imports from England in 1858.

Articles.		Quantities.	Value.
			Dr.
Silver	okes	35	11,140
Colonials	,,	38,149	96,390
Butter	,,	93	239
Paints	,,	75,973	97,669
Coals	kant	83,835	90,601
Grain and Flour	kilos	2,156	12,936
Skins and Hides	okes	158,483	382,557
Ditto, prepared	,,	5,255	8,085
Oil	,,	11,629	17,421
Furniture	..	..	23,816
Implements	..	..	4,033
Sugar	okes	170,567	242,869
Sulphur	kant	20	350
Coffee	okes	53,594	112,741
Wax	,,	..	..
Tobacco	,,	781	5,424
Hemp	,,	3,550	4,909
Tin	,,	20,377	70,934
Thread	,,	6,902	59,653
Hardware	..	..	76,577
Wool	okes	173	3,460
Lead	,,	13,443	12,463
Machines	,,	..	31,064
Cotton Twist	,,	393,091	1,097,150
Rice	,,	477,956	259,247
Wines and Spirits	,,	278,588	699,710
Gunpowder	,,	13,140	61,418
Pottery	,,	96,630	64,820
Iron, unwrought	,,	1,083,280	563,551
Ditto, wrought	,,	239,720	239,335
Cordage	,,	31,702	22,695
Soap	,,	1,285	2,246
Tea	,,	284	7,522
Cheese	,,	444	1,142
Manufactures—			
Cottons	,,	942,632	3,703,600
Woollens	,,	44,478	856,609
Cloth Woollens	,,	10,140	96,766
Linen and Canvas	,,	22,410	135,401
Silk	,,	5,217	85,730
Divers	,,	2,926	66,988
Glassware	..	..	38,188
Medicines	..	..	7,680
Gold	drachms	12	36
Copper	okes	66,880	199,545
Paper	,,	9,567	23,110
Steel	,,	12,756	19,852
Divers	..	..	276,444
Total	..	..	9,877,116

Exports from England in 1858.

Articles.		Quantities.	Value.
			Dr.
Valonia	okes	7,785	81,980
Butter	,,	17	51
Grain	kilos	41,755	137,324
Skins and Hides	okes	27	165
Ditto, prepared	,,	1,550	6,350
Olive Oil	,,	960	1,042
Animals	heads	126	3,780
Tobacco	okes	244,724	334,118
Wool	,,	23,316	29,296
Silk	,,	1,100	47,400
Honey	,,	1,199	1,050
Comestibles	,,	10,824	1,958
Vermilion	,,	2,725	50,561
Sponges	,,	4,362	51,236
Currants	,,	51,895,790	9,741,699
Divers	,,	..	19,427
Total	..	..	10,509,924

Importation of all countries to Greece in the year 1858.

Articles.		Quantities.	Value.
			Dr.
Silver	okes	303	55,920
Colonials	,,	108,671	227,604
Cotton and Wool	,,	32,571	30,717
Butter	,,	47,828	129,954
Paints	,,	569,317	299,590
Staves	pieces	1,706,190	140,206
Coals	kant	104,761	134,864
Grain	kilos	690,247	3,752,912
Skins and hides	okes	1,821,043	4,255,446
Ditto, prepared	,,	107,665	784,747
Oil	,,	94,756	117,590
Furniture	..	..	415,419
Implements	..	..	21,096
Sugar	okes	1,913,913	2,922,542
Animals, large	heads	8,089	1,151,935
Ditto, small	,,	19,019	211,117
Sulphur	kant	50,656	737,034
Coffee	okes	436,930	1,025,838
Wax	,,	40,850	172,646
Còcoons	,,	400	6,000
Tobacco	,,	31,444	135,136
Hemp	,,	28,853	43,756
Tin	,,	22,063	77,355
Thread	,,	13,692	103,098
Hardware	..	..	625,818
Silk	okes	225	13,265
Mastic	,,	5,791	32,291
Lead	,,	155,302	151,091
Machines	..	..	58,391
Cotton Twist	..	..	1,178,356
Wool	..	..	24,128
Wood, for building	..	..	264,273
Ditto, cabinet making	..	..	1,201,960
Rice	okes	1,848,898	1,097,509
Comestibles	,,	768,966	230,599
Wines and Spirits	,,	449,725	939,139
Gunpowder	,,	17,590	70,411
Pottery	,,	458,963	233,801
Iron, unwrought	,,	1,240,104	681,976
Ditto, wrought	,,	579,594	722,225
Ropes	,,	361,741	443,047
Sponges	,,	291	1,367
Tea	,,	310	8,220
Cheese	,,	40,856	55,533
Manufactures—			
Cottons	okes	1,095,273	4,927,876
Woollens	,,	148,852	2,204,029
Woollen Cloth	,,	55,769	781,528
Canvas and Linen	,,	52,138	339,755
Silk	,,	5,407	839,105
Divers	,,	18,705	469,712
Glassware	..	..	315,424
Medicines	..	..	170,367
Gold	drachms	73,433	257,024
Copper	okes	119,780	458,190
Paper	,,	321,836	429,254
Caviar, black and red	,,	178,107	287,597
Steel	,,	89,884	159,845
Bronze	,,	11,544	74,502
Divers	..	..	3,705,211
Total	..	..	40,405,341

Exports from Greece to all Countries in 1858.

Articles.		Quantities.	Value.
			Dr.
Tallow	okes	517	894
Vallonia	„	88,088	974,848
Cotton and Wool	„	7,159	11,100
Butter	„	2,818	6,388
Aniseed	„	9,005	8,945
Potatoes	„	82,329	11,065
Grain	„	332,245	1,092,508
Skins and Hides	„	72,079	140,261
Ditto, prepared	„	396,146	1,663,592
Olives	„	152,199	42,219
Olive Oil	„	699,650	739,904
Animals, large	heads	2,206	296,895
Ditto, small	„	16,218	236,420
Tobacco	okes	823,649	892,939
Onions	„	195,622	14,428
Cocoons	„	121,120	1,783,257
Wax	„	911	4,803
Gall Nuts	„	1,846	1,642
Oranges and Citrons	..	..	522,771
Flax	..	..	398
Wool	okes	167,306	115,502
Silk	„	11,805	515,605
Honey	„	162,804	111,805
Naphtha	„	10,000	10,126
Wood	..	..	51,167
Wine	okes	38,918	831,749
Comestibles	„	43,120	11,299
Rice	„	7,270	3,635
Spririts	„	63,290	47,355
Vermilion	„	4,865	89,311
Madders	„	61,947	68,051
Tar and Pitch	„	18,378	23,447
Emery	„	17,836	2,943
Sponges	„	56,326	581,551
Currants	„	62,269,484	11,810,442
Figs	„	70,646	1,260,027
Cheese	„	377,884	306,480
Divers	..	..	702,176
Total	..	..	25,024,008

Exportation from Greece to all Countries by Nations in 1857 and 1858.

Nations.	1857.	1858.
	Dr.	Dr.
England	11,297,221	10,509,924
America	29,009	230,473
Austria	4,653,673	3,856,765
Egypt	290,957	155,206
France	1,877,230	2,559,341
Ionian Islands	1,228,412	1,755,003
Naples	156,796	163,912
Holland	..	51,516
Danubian Principalities	705,350	201,205
Russia	521,267	556,857
Tuscany	27,900	138,258
Turkey	3,397,005	4,247,871
Divers Countries	178,137	597,677
Total	24,362,957	25,024,008

It appears from the foregoing Table, that in 1858 England imported from Greece to the value of 10,509,924 drachms, and all other countries 14,514,084 drachms.

The following is a recapitulation of the municipal heads of importation.

	Dr.
Skins and Hides	4,255,446
Wood, ship building	1,466,233
Cotton Twist	1,281,454
Sulphur	737,034
Iron, unwrought	681,976
Paint	299,590
Coals	134,206
Staves	140,206
Manufactures	9,562,005
Grain	3,752,912
Sugar	2,922,512
Animals	1,363,052
Rice	1,097,509
Coffee	1,025,838
Wines and Spirits	937,139
Skins, prepared	784,747
Iron, manufactured	722,225

Articles of import which were imported by Greece from other countries as well as Great Britain :—

Colonials—

	Dr.
England	96,390
America	52,967
Austria	16,567
France	25,679
Divers	35,807
Total	227,410

Sugar—

England	242,869
Ionian Islands	122,039
France	996,239
Holland	1,319,339
Divers	242,056
Total	2,922,542

Coffee—

England	122,741
Ionian Islands	60,889
America	353,002
Austria	202,829
France	237,784
Divers	48,593
Total	1,025,838

Rice—

England	259,247
Naples	214,814
Austria	348,289
France	35,501
Divers	139,738
Total	997,589

Paints—

England	97,669
Austria	37,130
France	30,345
Turkey	127,584
Divers	6,862
Total	299,590

Hardware—

England	75,577
Austria	226,263
France	295,332
Divers	28,636
Total	625,808

Lead—

England	12,463
Austria	29,040
France	89,334
Belgium	18,496
Divers	1,458
Total	150,791

Iron, Unwrought—

England	563,551
Austria	65,298
France	28,691
Belgium	18,496
Divers	34,030
Total	710,066

Iron, Wrought—

England	239,335
Austria	290,467
France	115,753
Divers	76,670
Total	722,225

Manufactures.—Cottons—

England	3,703,606
America	116,960
Austria	719,453
France	198,257
Divers	129,537
Total	4,867,807

Woollens—

England	856,609
Austria	727,527
France	249,031
Turkey	355,190
Divers	13,530
Total	2,201,887

Woollen Cloth—

	Dr.
England	96,766
Austria..	356,734
France	311,981
Divers	13,530
Total ..	779,011

Linen and Canvas—

England	135,401
Austria..	156,532
France	39,864
Divers	1,822
Total ..	333,619

Silk—

England	85,730
Austria..	249,050
France	473,234
Divers	3,527
Total ..	811,541

Divers—

England	66,988
Austria..	279,364
France..	113,345
Divers	5,226
Total ..	464,923

The value of the articles entered under the head of clothing, whether as imported or produced in the country, are as follows :—

	Quantity.	Value.	
	lbs.	Dr.	£
Manufactures from all Countries ..	..	9,563,525 =	341,197
Cotton, Greek	2,400,000	1,600,000	57,142
Silk, Greek, raw.. ..	300,000	5,000,000	178,571
Wool, Greek	1,125,000	300,000	10,714
Total	..	16,463,525	£587,914

It is to be remarked that the imports are generally considered to be more than appears by the Greek Government return, and the same is the opinion as respects the produce of the country.

Customs' Tariff.

I had the honour during the years 1857, 1858, and 1859 to forward a full translation of the new Greek Customs' tariff and its modifications, with conversion of Greek money, weights, and measures, into English equivalents, and I also very fully reported on the subject, with statistical tables of the imports, exports, prices, and comparative duties of the former and present tariffs.

It results from this examination, that the tariff as it at present stands may be considered as moderate and fair.

The duties on the principal articles are as follows :—

Manufactures	7	per cent.
Consumeable Articles ..	5	„
Wines	14	„
Paints	5	„
Medicines	5	„
Hardware	5	„

The tariff is open to such modifications as the King in council may adopt on the recommendation of the merchants, to be afterwards confirmed by the Chambers.

The differential duty which was some years ago introduced in favour of Dutch sugar has ceased to exist, and the duties on sugar generally lowered.

Export Duties.

Duties, dating from the 17th October, 1857, will at the expiration of every two years be reduced one-fifth, and at the expiration of ten years will be totally suppressed, this however does not apply to currants, fresh fruit, figs, madders, vallonia, and emery.

Greek Steam Company.—There were 240 arrivals last year of the steamers of this company, and the gross receipts are stated to have been 36,000*l.*

GUATEMALA.

Report by Mr. Hall, British Consul-General at Guatemala, on the Trade of that Republic during the year 1859.

Notwithstanding the continuance of the high duties levied on merchandize in this Republic, the importations have exceeded in amount those of the preceding year 1858 fully $300,000. The amount of the exportations during 1859 was $1,755,522, showing a falling-off of about $200,000, as compared with the preceding year 1858, which may be accounted for by the crop of cochineal having diminished about the same sum. There has been a remarkable increase in the importations from Great Britain during the year 1859, as compared with the preceding year 1858, of $285,342, which shows that the commerce between the two countries is improving. As regards France, the next country in importance to England, with respect to its trade with Guatemala, an increase has likewise taken place of about $85,000, when compared with the amount imported from that country in 1858.

The exportations exceed the amount of importations by $235,418. The amount of duties on the importations in this Custom-house, during the year 1859, is $420,336.

Coffee will, in the course of a few years, become an article of considerable importance, as the cultivation of it has been generally attended to throughout the Republic, and a number of coffee plantations will ere long become in a condition to render this article one of great importance in the export trade. During the past year, as many as 389 bales, of the value of $4,668, have been exported; whereas in the year 1858, only 74 bales were sent away, amounting to $221.

This Republic is undoubtedly advancing in prosperity, as the number and amount of exports from hence is progressively increasing every year.

The following figures will show the gradual progress of trade, from the year 1850 to the present time, viz.:

	Imports.	Exports.
	£	£
1850	923,644	896,589
1851	1,581,884	1,404,400
1852	976,943	868,550
1853	873,831	599,047
1854	826,481	2,033,300
1855	1,206,210	1,282,891
1856	1,065,816	1,706,973
1857	1,136,517	1,615,388
1858	1,223,770	2,024,560
1859	1,520,000	1,766,920

HANOVER.

HARBURG.

Abstract of the Contents of a Statistical Review of the Trade and Navigation of the Port of Harburg, during the year 1860.*

THE following are Tables of the quantities, description, and origin of the various goods forming the importations and exportations, and commercial relations with the different countries during the year 1860:—

	Imports.	Exports.	Total.
	Centners.†	Centners.	Centners.
By Sea:—			
America	35,365	..	35,365
Sicily	162,674	..	162,674
Spain	874	..	874
France	37,224	6,884	44,108
Belgium	3,453	2,370	5,823
Netherlands	98,496	18,302	116,798
Oldenburgh	30,462	43,069	73,531
Bremen and Weser ..	90,837	21,781	112,618
Sweden	4,530	2,196	6,726
Prussia	53,910	8,809	62,719
Denmark and Duchies .	30,610	11,293	41,903
Great Britain	1,415,690	163,634	1,579,324
Total	1,964,125	278,338	2,242,463
By River:—			
Upper Elbe	222,624	611,638	834,262
Lubeck	10,296	249	10,545
Luneberg	15,098	11,352	26,450
Hamburgh and Altona .	1,131,613	520,542	1,652,155
Lower Elbe	58,484	95,326	153,810
Total	1,438,115	1,239,107	2,677,222
By Land ·			
Bremen (by wagon) ..	36,483	55,119	91,602
Other places (by wagon).	56,136	25,163	81,299
Ditto (by railway) .	934,471	1,746,569	2,681,040
Total	1,027,090	1,826,851	2,853,941
Grand Total ..	4,429,330	3,344,296	7,778,626

The amount of goods in warehouse on December 31st, 1860, amounted to 84,526 centners, and consisted principally of iron, herrings, rice, sulphur, &c.

	Great Britain.	Other States.	Total.
	Imports.		
	£	£	£
1857	2,227,899	3,140,319	5,368,218
1858	1,898,676	2,939,051	4,837,727
1859	2,108,756	2,240,052	4,348,808
1860	1,415,690	3,013,640	4,429,330
	Exports.		
1857	83,887	3,302,863	3,386,750
1858	97,449	3,425,893	3,523,342
1859	64,556	2,909,027	2,973,583
1860	163,634	3,180,662	3,344,296

The ships arrived at Harburg were—

From Sea: British, 234 laden; others, 771 laden, in ballast. Of these 100 were British and 70 other steamers.

From the Elbe: 7,332 laden, and 1,050 in ballast; mostly from Hamburg.

The ships sailed from Harburgh were—

To Sea: British, 98 laden, and 139 in ballast; others, 343 laden, and 560 in ballast. Of these 104 were British, and 70 other steamers.

To the Elbe: 6,057 laden, and 2,249 in ballast.

The following is the number of ships which have arrived at the port of Harburg during the last ten years.

	British.	Foreign.	Total.
1851	189	166	355
1852	355	336	691
1853	386	458	844
1854	500	532	1,032
1855	526	592	1,118
1856	682	432	1,114
1857	735	432	1,167
1858	676	521	1,197
1859	633	505	1,138
1860	543	569	1,112

The ships belonging to the port of Harburg were—

1 frigate, of 194 commercial lasts‡ (6,000 lbs.); 10 barques, of 1,559½ lasts; 3 brigs, of 240 lasts; 1 schooner brig, of 60½ lasts; 6 schooners, of 271½ lasts; and 1 cutter, of 31 lasts. 1 schooner and 1 schooner brig were lost; 4 screw steamers were sold; 1 barque, 1 brig, and 1 schooner were built; 2 schooners are building; and 2 barques, 2 brigs, 7 schooners, 4 galliots, and 1 steamer are being repaired.

The following are the manufactures and other establishments at Harburg.

Object.	No.	Average Annual Production.
India-rubber Goloshes ..	1	1,900,000 pairs
Ditto Combs ..	1	Uncertain
Gas	1	3,366,400 cubic feet of gas, 2,191,300lbs. coal tar
Sugar	2	Uncertain
Tobacco and Cigars ..	6	Ditto
Ship Cordage	1	3,000 centners
Iron Foundries.. ..	1	3 to 6,000 centners
Leather	2	Uncertain
Rice Pealing	1	50 to 60,000 centners
Machines	2	Uncertain
Mirrors	1	5 to 6,000 centners
Sulphuric Acid	1	14,000 centners
Waterproof Stuffs ..	1	Uncertain
Chemical Substances ..	1	Ditto
Mineral Water	1	Ditto
Soda-water, &c... ..	2	Ditto
Calico Printing . ..	2	Ditto
Corks	1	Ditto
Soap	1	Ditto
Walking Sticks ..	2	Ditto

HARBURG SEA INSURANCE COMPANY.

	Shares.	Sums Insured.	Premium.	Dividend.	Expenditure.	Profit.
		$§	$	per Cent.	$	$
1856	106	1,455,634	21,860	..	20,800	1,060
1857	107	1,538,616	25,934	1⅔	24,930	1,004
1858	111	482,237	9,196	1⅞	5,500	3,696
1859	198	391,662	9,525	2	3,771	5,754
1860	211	737,600	10,475	1¾	..	..

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* Prepared by Messrs. Carl and Schlüter, Hanoverian Officers of the Customs; and Published by Authority at Harburg, 1861. Forwarded by Mr. Ward, British Consul-General at Harburg.

† 1 Centner = 110¼lbs. avoirdupois.

‡ 1 commercial last = 3 tons English burthen.

§ 1 Dollar = 3s. sterling.

HANSE TOWNS.

BREMEN.

Report by Mr. Pearkes, British Vice-Consul at Bremen, on the trade of that City for the year 1859.

The official statements of the statistical Bureau, relative to the commerce and navigation of the City of Bremen, for the above named year being completed, I have the honour to transmit, herewith, a copy thereof.

The amount of the imports has been 68,865,259 rix-dollars, or 11,307,924*l.* 6*s.*; and exports, 64,311,845 rix-dollars, or 10,560,237*l.* 5*s.* 5*d.*; this, when compared with 1858, shows an increase of about 2,000,000*l.* in the imports, and about 1,500,000*l.* in the exports. In regard to the intercourse with Great Britain, the following variations have occurred between the years 1858 and 1859; in 1858, the amount of the imports, as stated in the return of the statistical Bureau, was 8,212,469 rix-dollars, or about 1,346,300*l.* sterling; 1859, 8,966,582 rix-dollars, or about 1,470,000*l.* sterling; and that of the exports in 1858, 978,545 rix-dollars, or about 160,400*l.* sterling; in 1859, 1,462,986 rix-dollars, or about 239,800*l.* sterling; the number of vessels arrived from Great Britain in 1858 was 526, burthen 86,261 lasts, or 129,400 tons; in 1859, 483, burthen 77,042 lasts, or 115,500 tons; and the departure of vessels in 1858 was 538, burthen 92,400 lasts, or 138,600 tons; in 1859, 510, burthen 90,911 lasts, or 136,400 tons; the observation is, however, to be made, that in both years a number of the departures, had to complete their cargoes in British ports, with the manufacture or produce of Great Britain for their further transatlantic destinations.

The principal articles of import now from Great Britain continue to be manufactures of all kinds, coals, iron of every discription, machinery, Muntz metal for shipping, oil of different kinds, and other purposes; as also all kind of colonial produce, which with corn, spirits, wine, &c., &c., form the most important articles of the commerce of this city.

The principal fluctuations were in American tobacco and sugar; the loss on some was very important, nevertheless, no failure of any repute has occurred here this year.

The principal articles of fabrication in Bremen are refined sugar, cigars, malt and spirituous liquors, for all of which there is a regular and extensive demand for shipment to the different transatlantic ports, independent of the home consumption.

The great difference in the duty of the raw and manufactured article on the import in the different States of the Prussian Zollverein, has caused the partial removal from hence to the adjoining territory of Hanover and Oldenburg, of revival establishments in the sugar refinery and manufacture of tobacco.

Bremen has been for several years, and continues to be one of the principal markets on the continent for the sale of tobacco; notwithstanding the high import duty of the manufactured article in the Zollverein, the fabrication of cigars here is to such an extent, that of the 241,075 mille, value about 319,000*l.* sterling, exported from hence in 1859, about 93,000 mille, value about 75,000*l.* sterling, are now made in Bremen.

The import duty in the Zollverein on earthenware being in general nearly equal to the cost in Great Britain, has induced some merchants here to establish a pottery on the Hanoverian territory, at a short distance from this city; the greater part of the raw material, as also a number of the workmen, are from Great Britain.

There are several ship-building yards on the banks of the Weser, as well as on the territory of Bremen, and on that of Hanover and Oldenburg; the vessels built here are considered to be well constructed, and the terms being moderate, there is full employment for the same, not only for the merchants of this city, but also by orders from other places; the generality of the ships is from 600 to 1,500 tons, therefore, suitable for the now distant transatlantic voyages, East Indies, &c.

On the Bremen territory, as well as on that of Hanover, there are several iron foundries, two of which are likewise for the construction of engines and other machinery.

The amount of marine insurances effected here in the course of the year, has been about 67,000,000 of rix-dollars, or 11,000,000*l.* sterling, and the average rate of premium about $2\frac{1}{4}$ per cent. The insurance companies here, as well as the private underwriters are considered to be of stability, and liberal in the settlement of averages, although there is no doubt from the numerous losses, that the result has been unfavourable this year.

The import duty on goods arriving here for sale continues to be two-thirds per cent., and on the export one third per cent. on the value, both on the declaration of the merchant on his burgher's oath, without any control on the part of the customs. Goods arriving here from the interior, either by land carriage or otherwise, have only to pay the export duty of one-third per cent. Goods, which on arrival are declared for transit, without a change of hands, either by sale or otherwise, pay only a moderate duty, varying from about half a penny to about one-sixth of that rate per cent. gross, according to the price of the article, this moderate transit duty has, in all probability tended to increase the importation here of cotton, tobacco, &c., intended for the interior of Germany, as also the export of manufactures from hence.

It is impossible to form an opinion respecting that part of the Bremen trade, which may be on account of the merchants of that city, but it may be supposed that the same is generally about one-half or two-thirds of the whole amount, with the exception of the export trade to the United States, of which three-fourths or thereabouts are in all probability for American account.

The emigration *viâ* Bremen to the transatlantic ports, is stated to have been this year—

	Vessels.	Persons.
United States	126	21,669
Brazil	2	278
Buenos Ayres	5	23
West Indies	5	12
Chili	1	7
Venezuela	2	5
West Coast of Africa ..	1	6
Cape Town	2	5
Honolulu..	2	6
Total	146	22,011

The flags were 133 Bremen, 9 Oldenburg, 2 Hanover, 1 Great Britain, 1 German. In 1858, the number was 23,095, in 143 vessels.

The passage money for steerage passengers from hence to the United States was 23 to 28 rix-dollars, or 3*l.* 15*s.* to 4*l.* 15*s.*, which rates include everything from the day of embarkation till the arrival at the port of destination, namely:—provisions, water, &c., in conformity with the printed regulations; the commutation or hospital money in the United States; the insurance premium on the passage money; the same on 20 rix-dollars, or 3*l.* 5*s.* for cash, this sum is required to be insured for the maintenance and other expenses which may be incurred, in case the vessel by stress of weather be obliged to put into any port for repair or otherwise. The policies for such insurances, together with the certificate from the inspectors appointed to superintend the embarkation, stock and quality of the provisions, must be handed over to the proper authority, in order to obtain the certificate requisite for the vessel's clearance.

At the close of the year, 262 vessels, burthen 82,446 lasts, or 123,669 tons, were sailing under the Bremen flag, which is a decrease of about 12,000 tons, when compared with 1858, of these three burthens, about 900 tons are employed in the Greenland fishery, and one about 450 tons in that of the South Seas.

The Bremen vessels being principally built and intended for the transatlantic voyages, are generally of large dimensions, the consequence of which is that a number under the Hanoverian and Oldenburg flags are regularly employed in the Bremen trade with the European States, there being no doubt they are fitted out and navigated at less expense than is practicable under the Bremen flag. The Hanoverian, but principally the Oldenburg, ship-owners residing on the banks of the Weser have within the last few years paid more attention to the larger-sized vessels, and have therefore, at present, a number equally suitable for transatlantic voyages, the greater part of which is employed by charter in the Bremen trade.

The 207 vessels from the Weser under the Oldenburg flag, register 27,020 lasts, or about 40,500 tons; and the 34 under the Hanoverian flag, 5,083 lasts, or about 7,600 tons; therefore, the total number of vessels from the river Weser, under the three flags, at the close of the year was 503, amounting to 171,700 tons.

The population of the city and territory of Bremen continues to increase, and is estimated at present to be 96,000.

A convention has been finally concluded between the Hanoverian and Bremen Governments for the continuation of the railroad from hence to Bremerhaven, and no time will be lost in its completion, as it is expected to be of great advantage to the commerce of this city and the Inland States; the cost of this extended railroad is supposed to be about 4,000,000 rix-dollars, or 650,000*l.* sterling, the two States, Hanover and Bremen, paying each one-half.

Another railroad is in contemplation from hence, through the Oldenburg territory to the lower Weser, the river Tahor, &c.; but as it will be attended with many obstacles, some time will probably elapse before a final conclusion can or will be made.

The Association formed here, under the denomination "North-German Lloyd," with a fund of 3,000,000 rix-dollars, or 500,000*l.* sterling, in shares of 100 rix-dollars, or 16*l.* 10*s.*, has not succeeded in the intention of establishing a regular run of four iron steamers, each 2,500 tons, between this port and New York, and six others of 600 tons each, with London and Hull; the shares, with the nominal value of 100 rix-dollars each, are now declined to 25 rix-dollars, therefore, to one-fourth, with no inclination to purchase on the part of the public.

The Discount and Deposit Bank, with the increased capital of 4,000,000 rix-dollars, or about 650,000*l.* sterling, proves to be of great benefit to the commercial public; the bank is privileged to issue notes, payable in gold on demand, for one-third of the amount actually in cash in the coffers of the establishment, no note to be for less than five rix-dollars, or about 16*s.*, and a statement of the cash in hand, amount of the notes issued, the rates of discount, &c., to be published every month in the newspaper; the discount has been this year 4 per cent. on an average.

The income-tax of 1 per cent. has been levied this year, and will, without doubt, be continued, as the exigences of the State are great, no expence being spared which can in any way tend to promote the public welfare.

RETURN of British Shipping at the Port of Bremen in the Year 1859.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							CLEARED.						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
96	...	96	20,435	...	20,463	774	3	112	115	589	24,606	25,195	984
8*	...	8	63	...	63	24	7*	1	8	32	31	63	24

Indirect or Carrying Trade in British Vessels from and to other Colonies.

ENTERED.

Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
France	1	...	1	96	...	96	6
Russia	4	...	4	1,168	...	1,168	44
Sicily	1	...	1	424	...	424	19
Turkey	1	...	1	151	...	151	8
Cuba	2	...	2	402	...	402	18
New Granada ...	2	...	2	322	...	322	16
Venezuela ...	1	...	1	354	...	354	13
Brazil	8	...	8	1,671	...	1,671	78
Airacan	1	...	1	389	...	389	13
Birman Empire	2	...	2	1,085	...	1,085	37
Sandwich Islands	1	...	1	416	...	416	18
Total ...	24	...	24	6,478	...	6,478	270

CLEARED.

Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Prussia	1	...	1	96	...	96	6
Russia	1	...	1	424	...	424	19
America (U.S.)	...	1	1	...	883	883	22
	2	1	3	520	883	1,403	47

RETURN of British and Foreign Shipping at the Port of Bremen in the Year 1859.

ENTERED.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.		
	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.
British	120	26,913	1,044	...	...	...	120	26,913	1,044
Heligoland... ...	8	63	24	...	...	...	8	63	24
Bremen	390	217,937	7,668	38	12,450	433	421	230,387	8,101
Hamburg	63	4,900	257	10	360	24	73	5,260	281
Lubeck	...	...	...	...	...	...	...	...	...
Hanover	836	35,450	2,464	265	8,616	603	1,101	44,066	3,067
Oldenburg	390	40,868	2,183	82	3,570	194	472	44,438	2,377
Austria	8	2,966	103	...	...	...	8	2,966	103
Belgium	2	335	16	...	...	...	2	335	16
Denmark & Holstein	143	7,354	466	43	1,137	91	186	8,491	557
France	10	1,113	57	...	...	...	10	1,113	57
Holland	124	8,475	468	66	3,708	206	190	12,183	674
Mecklenburg ...	6	1,488	69	...	...	...	6	1,488	69
Naples	3	639	32	...	...	...	3	639	32
Portugal	2	285	14	...	...	...	2	285	14
Prussia	85	9,503	447	3	192	12	88	9,695	459
Russia	13	3,438	124	...	...	...	13	3,438	124
Sardinia	1	402	17	...	...	...	1	402	17
Spain	26	4,097	267	...	...	...	26	4,097	267
Sweden	22	3,333	192	...	...	...	22	3,333	192
Norway	20	2,320	125	...	...	...	20	2,320	125
America (U.S.) ...	29	21,165	523	...	...	...	29	21,165	523
Argentine Republic	1	280	13	...	...	...	1	280	13
Venezuela	2	438	34	...	...	...	2	438	34
Total	2,304	393,762	16,607	500	30,033	1,563	2,804	423,795	18,170

CLEARED.

Nationality of Vessels.	With Cargoes.			In Ballast.			Total.		
	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.
British	5	1,109	52	113	25,489	979	118	26,598	1,03
Heligoland... ...	7	32	21	1	31	3	8	63	2
Bremen	313	181,773	6,411	418	49,814	1,881	431	231,587	8,29
Hamburg	69	3,038	197	18	4,282	172	87	7,320	36
Lubeck	...	...	...	1	140	8	1	140	
Hanover	1,006	33,834	2,373	255	14,228	1,007	1,261	48,062	3,38
Oldenburg	396	28,933	1,475	172	21,096	1,199	568	50,029	2,67
Austria	...	...	...	7	2,610	90	7	2,610	9
Belgium	1	222	10	1	113	6	2	235	1
Denmark & Holstein	157	5,164	382	19	3,230	151	176	8,394	53
France	2	168	11	8	1,032	49	10	1,200	6
Holland	210	12,525	692	33	2,376	142	243	14,901	88
Mecklenburg ...	...	...	...	4	1,090	48	4	1,090	4
Naples	...	...	...	3	639	62	3	639	3
Portugal	...	...	...	1	180	8	1	180	
Prussia	53	3,654	206	29	4,581	203	82	8,235	40
Russia	4	996	38	11	3,025	109	15	4,021	14
Sardinia	...	...	...	1	402	17	1	402	1
Spain	14	2,049	129	15	2,310	153	29	4,359	28
Sweden	17	2,040	134	7	1,785	77	24	3,825	21
Norway	7	727	42	13	2,370	94	20	3,097	13
America (U.S.) ...	1	624	18	26	18,976	464	27	19,600	4
Argentine Republic	...	...	...	1	280	13	1	280	1
Venezuela	...	...	...	...	...	...	...	...	...
Total	2,262	276,888	12,191	857	160,079	6,905	3,119	436,967	19,0

* In addition thereto, under the flag of Heligoland.

Return of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Bremen in the Year 1859.

Nationality of Vessels.	ENTERED.						CLEARED.					
	Direct Trade.		Indirect or Carrying Trade.		Total.		Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels	Tons.	Vessels	Tons.	Vessels.	Tons.
Hamburg	27	1,173	46	4,087	73	5,260	53	3,813	34	3,507	87	7,320
Lubeck	..	..	..	..	..	..	..	..	1	140	1	140
Hanover	496	11,439	605	32,627	1,101	44,066	453	9,901	808	38,161	1,261	48,062
Oldenburg	175	4,815	297	39,623	472	44,438	238	7,257	330	42,772	568	50,029
Austria	..	..	8	2,966	8	2,966	..	..	7	2,610	7	2,610
Belgium	..	..	2	335	2	335	..	..	2	335	2	335
Denmark and Holstein	70	1,818	116	6,673	186	8,491	103	2,952	73	5,442	176	8,394
France	8	888	2	225	10	1,113	2	168	8	1,032	10	1,200
Holland	50	2,180	140	10,003	190	12,183	106	5,270	137	9,631	243	14,901
Mecklenburg	..	..	6	1,448	6	1,488	1	339	3	751	4	1,090
Naples	2	384	1	255	3	639	1	156	2	483	3	639
Portugal	2	285	..	..	2	285	..	..	1	180	1	180
Prussia	70	4,692	18	5,003	88	9,695	58	3,654	24	4,581	82	8,235
Russia	8	941	5	2,497	13	3,438	6	670	9	3,351	15	4,021
Sardinia	..	..	1	402	1	402	1	402	..	..	1	402
Spain	26	4,097	..	..	26	4,097	18	2,722	11	1,637	29	4,359
Sweden	8	867	14	2,466	22	3,333	13	1,710	11	2,115	24	3,825
Norway	13	794	7	1,526	20	2,320	16	2,301	4	796	20	3,097
America (U.S.)	21	14,924	8	6,241	29	21,165	21	14,924	6	4,676	27	19,600
Argentine Republic	..	..	1	280	1	280	..	..	1	280	1	280
Venezuela	1	209	1	229	2	438	..	..	..	..	..	..
Total	977	49,506	1,278	116,926	2,255	166,432	1,090	56,239	1,472	122,480	2,562	178,719

Return made by the Statistical Bureau at Bremen of the Weight and Value of the Imports and Exports at Bremen in the year 1859.

Countries.	IMPORTS.						EXPORTS.					
	Seawards.		By Land or Inland Navigation.		Total.		Seawards.		By Land or Inland Navigation.		Total.	
	Weight.	Value.	Weight.	Value.	Weight.	Value.	Weight.	Value.	Weight.	Value.	Weight.	Value.
	cwt.	rixdollars.	cwt.	rixdollars.	cwt.	rixdollars.	cwt.	rixdollars.	cwt.	rixdollars.	cwt.	rixdollars.
Great Britain	1,444,948	8,966,582	...	...	1,444,948	8,966,582	167,922	1,462,986	...	...	167,922	1,462,986
Heligoland	201	1,492	...	...	201	1,492	562	2,297	...	...	562	2,297
Hamburg	133,113	474,631	34,377	1,204,723	169,490	1,679,354	231,256	947,721	23,288	692,157	254,544	1,639,878
Lubeck	3,968	16,568	742	8,820	4,710	25,388	7,467	39,999	1,636	48,202	9,103	88,201
Hanover	366,218	418,524	3,584,182	5,462,929	3,950,400	5,881,453	444,014	974,885	981,655	6,960,255	1,425,669	7,935,140
Oldenburg	121,033	547,566	190,560	1,196,157	311,583	1,743,723	729,046	1,781,049	84,118	804,068	813,164	2,585,117
Austria	247	1,267	29,717	1,075,830	29,964	1,077,097	901	2,167	203,658	3,546,941	204,559	3,549,108
Belgium	43,515	104,100	703	27,764	44,218	131,864	9,186	64,324	6,353	83,214	15,539	147,538
Denmark and Holstein	31,716	78,515	1,168	22,997	32,884	101.512	166,181	1,182,851	3,344	78,359	169,525	1, 61,210
France	99,608	591,263	3,118	237,757	102,726	829,020	7,340	51,915	638	13,430	7,978	65,345
Holland	45,545	277,713	2,119	64,948	47,664	342,661	154,483	500,128	3,291	82,414	157,774	582,542
Ionian Republic	2,877	18,558	...	...	2,877	18,558	...	...	...	...	...	...
Mecklenburg	23,199	82,721	4	132	23,203	82,853	29,221	212,072	1,863	84,956	31,084	297,028
Naples and Sicily	13,947	56,784	...	...	13,947	56,784	5	344	...	...	5	344
Papal States	...	...	...	...	...	...	1,318	23,142	...	...	1,318	23,142
Portugal	2,196	21,020	...	...	2,196	21,021	322	1,456	...	...	322	1,456
Prussia	297,625	622,203	552,375	5,710,010	850,000	6,332,213	261,219	1,067,817	666,997	8,289,697	928,216	9,357,514
Russia and Poland	427,137	899,681	5	320	427,142	900,001	119,668	1,618,134	10,009	218,022	129,677	1,836,156
Sardinia	1,251	20,102	...	...	1,251	20,102	4,917	87,357	...	...	4,917	87,357
Spain	13,879	143,738	...	...	13,879	143,738	5	561	...	...	5	561
Sweden	61,775	191,551	...	...	61,775	191,551	73,696	760,192	...	...	73,696	760,192
Norway	79,433	133,833	...	...	79,433	133,833	50,490	605.155	...	...	50,490	605,155
Switzerland	...	...	2,101	207,548	2,101	207,548	71	1,232	48,998	876,318	49,069	877,550
Turkey, Asiatic	4,090	28,019	...	...	4,090	28,019	1	58	...	...	1	58
Ditto, European	26,874	64,909	...	...	26,874	64,909	12,092	81,755	6	652	12,098	82,407
Egypt	18	350	...	...	18	350	5	120	...	...	5	120
Tuscany	877	2,923	...	...	877	2,923	...	...	...	...	...	...
British North America	...	...	...	...	...	...	906	18,315	...	...	906	18,315
United States of America	1,442,837	15,965,632	...	...	1,442,837	15,965,632	427,539	15,474,061	...	...	427,539	15,474,061
Jamaica	23,157	214,339	...	...	23,157	214,339	3,339	21,089	...	...	3,339	21,089
Cuba	203,799	2,019,514	...	...	203,799	2,019,514	80,919	459,569	...	...	80,919	459,569
Hayti	39,402	486,229	...	...	39,402	486,229	4,859	91,408	...	...	4,859	91,408
Porto Rico	62,486	816,167	...	...	62,486	816,167	52,760	255,446	...	...	52,760	255,446
St. Thomas	96	1,569	...	...	96	1,569	561	11,825	...	...	561	11,825
Mexico, East	44,891	108,422	...	...	44,891	108,422	244	5,274	...	...	244	5,274
Ditto, West	20,642	86,683	...	...	20,642	86,683	4,900	180,932	...	...	4,900	180,932
Central America	385	7,698	...	...	385	7,698	2,847	26,230	...	...	2,847	26,230
New Grenada	58,121	1,732,752	...	...	58,121	1,732,752	10,015	132,356	...	...	10,015	132,356
Venezuela	16,953	256,550	...	...	16,953	256,550	11,388	178,331	...	...	11,388	178,331
Brazils	179,568	2,470,210	...	...	179,568	2,470,210	30,923	173,633	...	...	30,923	173,633
Uruguay	...	...	...	...	...	...	102	1,720	...	...	102	1,720
Buenos Ayres	7,662	153,926	...	...	7,662	153,926	9,570	56,022	...	...	9,570	56,022
Equator	...	...	...	...	...	...	67	2,770	...	...	67	2,770
Chili	...	...	...	...	...	...	3,653	23,507	...	...	3,653	23,507
Peru	15,312	76,407	...	...	15,312	76,407	3,728	83,835	...	...	3,728	83,835
Canary Isles	1,365	29,867	...	...	1,365	29,867	3,525	36,545	...	...	3,525	36,545
Cape Verd Islands	5,706	42,377	...	...	5,706	42,377	3,847	19,868	...	...	3,847	19,868
Africa, West Coast	1,401	12,686	...	...	1,401	12,686	6,125	32,481	...	...	6,125	32,481
Cape Colony	...	...	...	...	...	...	31,407	35,216	...	...	31,407	35,216
Australia	25	322	...	...	25	322	704	9,681	...	...	704	9,681
British East Indies	281,366	2,066,400	...	...	281,366	2,066,400	316	3,465	...	...	316	3,465
Netherlands do.	155,341	669,012	...	...	155,341	669,012	3,225	7,832	...	...	3,225	7,832
Birman Empire	184,744	477,365	...	...	184,744	477,365	3	110	...	...	3	110
China	1,722	40,713	...	...	1,722	40,713	360	4,200	...	...	360	4,200
Mauritius	5,141	40,122	...	...	5,141	40,122	217	5,557	...	...	217	5,557
Sandwich Islands	19,119	246,645	...	...	19,119	246,645	8,069	140,422	...	...	8,069	140,422
Greenland Fishery	1,657	15,878	...	...	1,657	15,878	...	...	...	...	...	...
South Sea ditto	5,686	57,740	...	...	5,686	57,740	...	...	...	...	...	...
Inland States	...	...	884,329	11,366,119	884,329	11,366,119	8,575	22,538	680,247	11,694,677	688,822	11,717,215
Vicinity of Bremen	273,056	84,397	201,221	34,970	474,277	419,367	318,916	1,004,337	93,818	293,025	412,734	1,297,362
Outfits of the Trading Vessels	...	...	...	...	...	...	393,026	557,166	...	...	393,026	557,166
Total	6,296,930	41,944,235	5,486,721	26,921,024	11,783,651	68,865,259	3,898,023	30,545,458	2,809,919	33,766,387	6,707,942	64,311,845
Total* £	...	6,887,395	...	4,420,529	...	11,307,924	...	5,015,674	...	5,544,562	...	10,560,237

* At the average rate of exchange of 609 Rixdollars for every £100 sterling.

HAMBURG.

General Report by Mr. Ward, late British Consul-General at Hamburg, on the Trade and Navigation of that Port, during the five years 1855 to 1859, both inclusive.

Site and Population.—The free Hanseatic city of Hamburg, situated on the right bank of the Elbe, about seventy English miles from the mouth of that river, is well known to be the greatest commercial port of the European continent. The population of the city, with its two suburbs, St. George's and St. Paul's, which in the year 1854 was 162,933, had risen in 1858 to 171.696; and that of the entire territory of the state, comprising seven square geographical miles, which in 1854 was 208,198, had risen in 1858 to 222,379.[*]

Foreign Trade.—The trade of Hamburg comprises every article which Germany exports to, or imports from, foreign countries, and it extends to nearly every part of the world. It is essentially a transit trade, depending upon the wants of other countries, and attracted to Hamburg by that noble river which connects the city on the one hand with the interior of Germany, and on the other with the North Sea. The removal of all obstructions to the free navigation of the Elbe, whether formed by nature, such as sandbanks, &c., or erected artificially, in the shape of river-tolls and revenue-duties, has therefore always been an object of the utmost importance to the mercantile interests of the city, and the policy of its Government has been constantly directed to that end.

The exports from Hamburg to European and Transatlantic countries beyond sea, consist of German produce and manufactures of every description, such as corn and grain, wool, seeds, bark, zinc, cattle, sheep and swine, meat, butter and cheese; also German linen, cotton and woollen stuffs, hosiery, iron, glass, leather and earthenwares, German wines, and hemp, flax, pitch, and other Baltic produce. The exports landwards to the German states, comprise nearly the whole of the foreign produce and manufactures previously imported by the mouth of the Elbe, and are in fact goods in transit, whether specially so declared or not. The corn trade of the north of Europe centres chiefly in Hamburg, and not only is a great deal of corn shipped from thence, but sales are constantly effected there of corn to be shipped from the Baltic ports.

The imports consist of coffee, sugar, rice, tobacco, spices, and other articles of Transatlantic produce; of dye-stuffs, coals, wood, wines, spirits, of yarn, twist, and other partly fabricated materials; and of cotton, woollen, linen, silk, and other manufactures. Hamburg imports largely in the one direction from the Baltic and the north of Europe, in the other from the United States of America, Mexico, and the Brazils. From Great Britain she takes very considerable quantities of British manufactured goods, and also indirectly much produce of other foreign countries. The extent and value of the import trade of Hamburg, the large portion of that trade which is in British hands, and the general condition of the port and its navigation, will appear by the subjoined statements, compiled partly from the annexed official Tables, published by the Statistical Bureau of the Hamburg Government,[†] and partly from information privately obtained from reliable sources.

IMPORTS into Hamburg in the five Years 1855 to 1859, distinguishing from whence.

Year.	Currency.	Value of Imports by Sea.		Value of Imports by Land and by the Upper Elbe.	Total Value of Imports.	Value of Imports, duty free.	Value of Imports in Transit, and therefore duty free.	Value of Imports which paid Import Duty of ½ per Cent.
		From Transatlantic Ports.	From European Ports (including Altona).					
1855..	Marks Banco ..	52,962,640	246,481,800	229,113,750	528,558,190	182,679,520	187,590,610	158,288,060
	£ sterling[‡] ..	4,035,248	18,779,565	17,456,285	40,271,100	13,918,439	14,292,617	12,060,042
1856..	Marks Banco ..	71,816,560	300,217,030	354,655,050	726,688,640	255,568,200	215,976,650	183,327,230
	£ sterling ..	5,471,737	22,873,678	27,021,337	55,366,753	19,471,862	16,455,363	13,967,693
1857..	Marks Banco ..	78,008,550	271,786,540	339,055,210	688,849,300	296,971,120	195,186,180	196,692,000
	£ sterling ..	5,943,508	20,707,545	25,832,896	52,483,756	22,626,371	14,871,328	14,986,057
1858..	Marks Banco ..	51,820,790	212,914,180	237,471,830	502,206,800	223,277,930	149,218,260	129,710,610
	£ sterling ..	3,948,250	16,222,032	18,093,091	38,263,375	17,011,651	11,369,010	9,882,713
1859..	Marks Banco ..	56,942,420	232,068,370	282,170,060	571,180,850	241,001,270	171,347,570	158,832,010
	£ sterling ..	4,338,470	17,681,247	21,478,671	43,518,540	18,362,001	13,055,053	12,101,486

IMPORTS into Hamburg in the five Years 1855 to 1859, classifying the Articles.

Year.	Currency.	Articles of Food and Consumption.	Raw Materials and partly Manufactured Articles.	Articles wholly Manufactured.	Coin and Bullion.	Totals.
1855 ..	Marks Banco ..	122,686,490	193,544,410	136,304,110	76,023,180	528,558,190
	£ sterling ..	9,347,542	14,736,240	10,385,075	5,792,242	40,271,100
1856 ..	Marks Banco ..	139,810,620	229,195,750	158,813,120	127,052,590	654,872,080
	£ sterling ..	10,652,237	17,462,533	12,100,047	9,680,197	49,895,015
1857 ..	Marks Banco ..	154,406,970	226,871,640	177,687,310	130,883 380	688,849,300
	£ sterling ..	11,764,340	16,523,553	13,538,080	9,972,067	51,798,042
1858 ..	Marks Banco ..	98,750,720	176,630,890	132,745,259	93,079 930	502,206,800
	£ sterling ..	7,523,816	13,457,591	10,113,934	7,091,804	38,187,132
1859 ..	Marks Banco ..	114,700,150	196,180,230	160,591,650	99,708,820	571,180,850
	£ sterling ..	8,739,059	14,947,065	12,235,554	7,596,862	43,518,540

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[*] The Census of 1858 is the last that has been taken.

[†] Tabular Surveys of the Trade of Hamburgh in the year 1859, drawn up by the Commercial Statistical Bureau, Hamburgh, 1860. (Tabellarische Uebersicht des Hamburgischen Handels im Jahre 1859, zusammengestellt von dem Handelsstatistischen Bureau, Hamburg, 1860.)

[‡] At 13 Marks 2 Schillings Banco per £ sterling, being the average course of the year 1859.

The following are the particulars of some of the leading articles imported in the year 1859 under the above-mentioned classes, viz.:

1. Articles of food and consumption—

	Quantity.	Value.	
	Centners.	Marks Banco.	£.
Coffee	700,866	24,920,730	1,898,722*
Raw Sugar	487,725	8,425,900	641,973
Tobacco and Stalks ..	171,703	7,523,570	573,224
Cigars	14,276	5,128,060	390,709
Rice	298,083	2,191,910	167,002
Wine	249,308	5,330,780	406,154
Wheat	984 713	1,583,520	120,649
Animals and Meat ..	714,065	14,290,590	1,088,806
Butter	108,184	6,378,670	485,993

2. Raw materials and partly manufactured articles—

	Quantity.	Value.	
	Centners.	Marks Banco.	£.
Cotton Yarn	298,728	22,642,560	1,725,147
Woollen and Mixed Woollen Yarn.	103,401	19,683,210	1,499,673
Cotton Wool	377,859	13,819,280	1,052,897
Sheep's Wool	153,408	21,291,680	1,622,223
Skins	156,795	7,045,080	536,768
Indigo	8,782	3,879,820	295,605
Saltpetre	272,166	2,986,480	227,541
Coals	9,688,564	5,119,830	390,082
Iron, Pig and Bar ..	629,871	3,015,930	229,785
Copper	72,823	4,701,920	858,241
Zinc	443,516	6,340,920	483,117

3. Articles wholly manufactured—

	Quantity.	Value.	
	Centners.	Marks Banco.	£.
Silk and Mixed Silk Stuffs	11,813	15,968,890	1,216,677
Woollen and Mixed Woollen Stuffs	116,381	43,657,940	3,326,319
Cotton Stuffs	129,807	28,065,430	2,138,318
Linens and Mixed Linens and Sail-cloth	106,869	12,032,470	916,759
Iron Manufacturers	159,952	5,346,170	445,422
Machinery	75,568	3,707,340	282,464
Miscellaneous Productions of Industry	598,239	37,308,610	2,842,551

The exemptions from the moderate duty of one-half per cent. *ad valorem* are numerous, and it appears that the goods charged with duty amount in value to little more than one-third of the whole quantity of goods imported. Therefore there is a very near approximation to free trade in the Hamburg system, inasmuch as the whole of the exports, and two-thirds of the imports, pass duty-free. The trade which Hamburg carries on with Great Britain is larger than that with any other country, inasmuch as above one-third of the imports in value are British; and it is estimated that at least one-sixth of the exports go to British ports.

IMPORTS from Great Britain and Ireland into Hamburg in the five Years 1855 to 1859, in Weight and in Value, with the per centage on the entire Imports in Weight and Value respectively:

	Quantity.	Per Cent.	Value.		Per Cent.
	Centners.		Marks Banco.	£ sterling.	
1855	10,251,471	32	160,494,560	12,228,157	30
1856	12,374 706	33	174,165,560	13,269.757	26
1857	12 234,836	33	170,296,050	12,974,937	24
1858	12,552 625	39	135,717,880	10,340,410	27
1859	11,914,893	35	144,144,800	10,982,461	25

The average British imports during the above five years was in weight 11,865.706 centners, and in value 156.963.770 marks banco (11,959.144*l.*), and the ratio of the former to the entire imports was 34 per cent., and that of the latter 26 per cent. If, however, we consider the manufactured goods as distinct from agricultural and colonial produce, we shall find the British proportion to be comparatively much larger, for of the whole quantity of foreign manufactures imported by sea into Hamburg in 1859, value 50,395.390 marks banco, the British proportion was no less than 44,875,340 marks banco, or 89·4 per cent.

In the preceding statements the trade is distributed according to the quantities and values of the several articles imported. It may be useful to view it also another and different point of view, namely, that of the various countries from whence the goods are respectively imported. The subjoined is an account of goods of all descriptions imported into Hamburg in the year 1859, from all parts of the world, distinguishing the total importations from each country respectively:

	Marks banco	£
From China—		
Chiefly Cassia-lignea; also Tea, Indian Aniseed-oil, Cassia-oil, Galanga-root, Silk, &c.	719,080 =	54,787
From British India—		
Cotton-wool, Rice, Cocoa-nut oil, Indigo, Raw Sugar, Terra Catechu, Kip-skins, Cow-hides, Curcuma, Tobacco, Palma-Christi oil, Linseed, Tamarinds, Tea, &c. ..	2,640,170	191,727
From Singapore—		
Pepper, Terra Taponica, Sago, &c..	355,330	27,072
From the Dutch East India Colonies—		
Chiefly Rice and Raw Sugar; also India-rubber, Canes, Arrack, &c.	1,629,650	124,163
From Burmah—		
Rice	81,750	2,419
From the East Coast of Africa—		
Hides, Sesamum-seed, Gum Copal, Elephants' Teeth, Cloves, &c. ..	531,180 =	40,470
From the West Coast of Africa—		
Palm-oil, Red-wood, &c.	680,000	51,809
From Peru, Chili, the West Coast of Mexico and Central America, and Bolivia—		
Saltpetre, Copper, Silver-ore, Guano, Red-wood, Coffee, Hides, Cocoa-nut oil, Cochineal, Mother-of-Pearl, &c.	8,322,470	634,093
From Argentina and Uruguay—		
Hides and Skins, Wool, &c. ..	619,570	47,205
From the Brazils—		
Coffee, Raw Sugar, Tobacco, Hides, India-rubber, Cocoa, Rosewood, Copper-ore, Wool, Palm-oil, &c.	11,262,180	158,070
From Venezuela—		
Coffee, Cotton-wool, Fustic, Raw Sugar, Copper-ore, Copaiba, Balsam, Straw Hats, &c.	3,761,160	286,564
From the West Indies, viz.: Cuba, Hayti, Porto Rico, St. Thomas, Jamaica, and Curacoa—		
Coffee, Raw Sugar, Tobacco and Cigars, Mahogany, Logwood, Rum, Wax, Honey, Cotton-wool, &c.	13,453,680	1,025,042
From the East Coast of Mexico—		
Logwood, Fustic, Tobacco, &c. ..	301,670	22,984
From the United States of America—		
Cotton-wool, Whale-beards, Peltry, Resin, Oil of Turpentine, Logwood and Logwood Extract, Sarsaparilla, Timothy-grass, Wood for Building, Potash, Turpentine, Coffee, Tobacco, Raw Sugar, Honey, Rice, Pimento, Pepper, Maize, Leather-cloth, India-rubber Shoes, Wooden Clocks, Straw Wares, Machinery, Hardwares, Bullion, and a variety of other articles ..	12,628,040	962,136

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* The fractions of the £ are omitted.

	Marks banco	£
From British North America—		
Wood	5,630 =	429
Erom Norway—		
Copper, Train-oil, Calf-skins, Iron, Sheep-skins, Wood, Herrings, Dried Fish, &c.	3,762,720	286,683
From Sweden—		
Corn and Grain, Steel, Iron, &c. ..	828,340	63,111
From Denmark and the Duchies—		
Chiefly Corn and Grain	418,570	31,891
From the Russian Ports on the White Sea the Baltic and the Black Sea—		
Train-oil, Skins, Corn and Grain, Spirits, Potash, Hemp, Flax, Rags, &c	853,040	64,993
From Prussia, seawards—		
Chiefly Corn and Grain and Zinc Plates	407,420	31,041
From Cuxhaven and Heligoland—		
Chiefly Copper and Cattle	127,600	9,722
From Oldenburg and East Friesland, seawards—		
Iron Wares, Corn, Butter, &c. ..	248,020	18,896
From Bremen and the Weser—		
Tobacco. Molasses, Wine and Spirits, Wood Linen, and Miscellaneous Articles	2,600,960	198,168
From the Netherlands—		
Cheese, Moist and Lump Sugar, Coffee, Raw Sugar, Wine, Tea, Tobacco, Geneva, Arrack, Corn, Zinc, Cotton-wool, Hides and Skins, Woollen Wares, Paper, Stearine Candles, and Miscellaneous Articles	6,027,540	459,241
From Great Britain and Ireland—		
Cotton Yarn and Twist	19,224,210	10,982,470
Woollen and par-woollen Yarn ..	13,118,630	
Cotton Manufactures	12,393,030	
Woollen and part-woollen Manufactures	11,171,890	
Cotton-wool, Peltry, Linen Yarn & Thread, Coals, Indigo, Sheeps' Wool, forged Iron, Linseed-oil, Coffee, Raw Sugar, Tea, Tobacco, Molasses, Rum, Cocoa and other Colonial Produce, Herrings, Beer, Machinery, Iron and Steel Wares, Hardwares, Earthenware, and a great variety of other articles, wholly or in part manufactured .	77,142,110	
Also Coin and Bullion	11,350,930	
From Belgium—		
Moist and Lump Sugar, Hides, Oil, &c.	4,454,410	339,383
From France—		
Wine, Brandy, Cocoa, Refined Sugar, Coffee, Fruits Hides, Cotton-wool, Palm-oil, Whale-beards, Rapeseed, Manufactured Stuffs, Porcelain, &c.	9,248,870	704,675
From Portugal—		
Wine, Almonds, Cork, &c. ..	1,108,220	84,435
From Spain		
Wine, Raisins, Fruits, Tobacco, &c.	1,742,070	132,729
From Sardinia, Tuscany, Sicily, Venice, and Trieste—		
Olive-oil, Raisins, Fruits, Sulphur, Marble, &c.	2,837,730	216,208
From the Ionian Islands, Greece, and Asia Minor—		
Currants and Raisins	657,200	50,072

The amount of the overland imports into Hamburg from the countries in the north of Europe is not specified in the official Tables, and we are left to conjecture it by taking the goods brought to Hamburg by the Kiel and Altona Railway, and by the railway and canal from Lubeck. The value of these in the year 1859 was 15,487,000 marks banco, adding to which the imports by sea from Norway, Sweden, Denmark, and the Russian ports on the White Sea and the Baltic, amounting together, as above stated, to 5,791,470 marks banco, the import trade of Hamburg from the north of Europe in 1859, will appear to have been 21,278,470 marks banco, or 1,621,216*l.* 16*s.*

In the same way we are left to conjecture the amount of the imports into Hamburg from the German States, by taking the quantities of goods brought thither by the Berlin and Hanoverian Railways, by the Elbe (not from sea), and by land carriage. The total value of such goods amounted in the year 1859 to the large sum of 262,304,600 marks banco, or 19,985,112*l.* 8*s.*, including corn and grain, wool and other other articles of agricultural produce, cattle and sheep, wood, zinc, glass, linen, and a variety of manufactures. It should be observed, that a portion of these goods comes originally from France, Italy, Switzerland, and the Netherlands, but the great mass of them are strictly German produce or manufactures.

The imports into Hamburg from the adjoining town of Altona, in the Duchy of Holstein, are given for the year 1859, at 52,599,710 marks banco (4,007,597*l.*), including Transatlantic produce, and manufactured goods, of the same description as those imported by sea into Hamburg itself. Now, as Altona is in reality a mere suburb of Hamburg, it is obvious that the foreign trade of the former place is properly an addition to that of Hamburg, and that British manufactures, for instance, landed at Altona, ought to be included in a correct estimate of the value of the British import trade with Hamburg, but this cannot be done on account of the territorial separation between the two ports.

Of the exports from Hamburg during the last five years, there is unfortunately no way of ascertaining either the quantity or the value. The small *ad valorem* duty of one-eighth per cent., formerly levied upon exports, was abolished from and after January 1st, 1857, since which date no declarations have been required from the exporters, and consequently the Statistical Bureau has been without the means of obtaining or publishing any returns whatever relative to the export trade of the port. On reference to the accounts of exports for the ten years 1845 to 1854, inclusive,* it appears that the average annual value of the goods of every description exported from Hamburg within that period, was 327,339,761 marks banco (24,940,173*l.* 4s.), of which about two-twelfths were shipped for Transatlantic ports, three-twelfths for European ports, and the remaining seven-twelfths were sent by land and river into the German States. As the exports are understood to have rather increased than diminished within the last five years, the actual annual value of them may now be safely taken at 350,000,000 marks banco (26,666,666*l.* 14*s.*), or something more.

Navigation.—During the last five years, 1855 to 1852, the shipping of the port of Hamburg, inwards and outwards, has been on the increase, both in the number of vessels, and in their tonnage. In the course of these five years, the total number of ships which entered inwards from all parts of the world, was 23,779, and their burthen in English measure 5,585,958 tons;† whereas in the previous five years, 1850 to 1854, the total number of ships inwards was only 21,773, and their burthen only 3,964,426 tons. The rate of increase was therefore, on the number of ships, 9·2 per cent., and on their tonnage 40·9 per cent. The ships which cleared outwards to all countries in the five years, 1855 to 1859, were in number 23,741, and in tonnage 2,787,492 tons; whereas in the previous five years, 1850 to 1854, the ships cleared outwards were in number 21,853, and in tonnage 1,983,571 tons, so that there was an increase in the first-mentioned five years, on the ships, of 8·6 per cent., and on their tonnage, of 40·2 per cent.

The following is a summary of the ships which arrived at or departed from the port of Hamburg, from or to all foreign countries, in the five years, 1855 to 1859, respectively.

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* See General Report of Consul-General Hodges, dated May 2nd, 1856.

† The ton of shipping throughout this Report is intended to mean the English Ton, of which 2 = 1 old commercial last of 4,000 lbs., and 3 = 1 new commercial last of 6,000lbs.

	ENTERED.					CLEARED.				
	1855.	1856.	1857.	1858.	1859.	1855.	1856.	1857.	1858.	1859.
Australia..	..	..	..	..	..	25	25	16	21	13
China, East Indies, and Kamtschatka	43	60	49	49	41	31	26	21	17	31
Africa and Islands	10	19	26	20	15	17	19	27	26	15
Pacific and South Sea	46	80	75	80	56	40	50	46	37	41
South America	171	135	153	127	127	157	184	218	176	173
West Indies	109	135	128	104	108	53	78	75	65	73
North and Central America ..	81	113	102	66	72	120	138	138	98	113
Total from Transatlantic Ports	460	542	533	446	419	443	520	551	440	459
„ from Great Britain ..	928	1,104	1,045	853	894	2,058	2,373	2,336	2,244	2,215
Ditto with Coals ..	1,113	1,162	1,202	1,282	1,257	..	..	..	..	..
Other European Ports ..	2,092	2,393	2,285	1,768	2,000	2,061	2,282	2,146	1,693	1,920
Total of Ships	4,593	5,201	5,067	4,364	4,554	4,562	5,175	5,033	4,377	4,594
Total burthen in Tons ..	463,503	586,362	625,250	552,330	565,534	464,976	580,962	615,921	554,268	571,365

It is, however, necessary to add to the former of the above summaries, the ships arrived at Altona and Harburg (the cargoes of many of which were doubtless sold at Hamburg), and the number of sea-going ships entering the Elbe inwards will then stand thus:

	Vessels.	Tons.
1855	7,496	1,198,910
1856	8,084	1,451,400
1857	7,895	1,543,762
1858	7,212	1,376,750
1859	7,386	1,386,700

The entire number of ships leaving the Elbe seawards cannot be accurately stated, inasmuch as there are no published accounts of the ships which clear out annually from Altona and Harburg. It may, however, be assumed to be not materially different from the number of ships which entered the river from sea, as above stated. With respect to the nationality of the ships inwards and outwards in the four years, 1856 to 1859, it appears that upon the average of those years, the British proportion of the ships inwards was, upon their number, 36 per cent., upon their burthen 49 per cent., and upon their crews 46 per cent.; also that the British proportion of the number of ships outwards was 36 per cent., of their burthen 49 per cent., and of their crews 47 per cent. The number of ships under the British flag, has, within the period mentioned, slightly diminished, in comparison with the flags of other States.

The number of steamers which arrived from sea at Hamburg in the five years, 1855 to 1859, was as follows:

	British.		Other Ships.		Total.	
	Ships.	Voyages.	Ships.	Voyages.	Ships.	Voyages.
1855	57	589	19	226	76	815
1856	75	791	38	328	113	1,119
1857	79	832	57	403	136	1,235
1858	66	693	41	321	107	1,014
1859	64	722	58	361	122	1,083

The number of ships laden exclusively with coals, which arrived in the same five years, 1855 to 1859, was the following:

	British.		Other States.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1855	930	239,625	183	24,549	1,113	264,174
1856	931	244,764	231	57,022	1,162	301,786
1857	962	254,706	240	48,441	1,202	303,147
1858	1,025	278,484	257	61,356	1,282	339,840
1859	929	253,194	328	77,868	1,257	331,062

The tonnage of the ships sailing under the Hamburg flag has more than doubled itself within ten years, but its progress within the last five years has been less rapid. The following is an account of the sea-going ships owned by Hamburg and Altona citizens respectively, in the five years, 1855 to 1859:

	Hamburgh.		Altona.		Total.	
	Number.	Tons.	Number.	Tons.	Number.	Tons.
1855	448	159,664	35	10,098	483	169,762
1856	468	172,916	39	13,516	507	185,432
1857	491	191,244	38	11,710	529	203,954
1858	488	187,332	42	12,110	530	199,442
1859	483	186,860	48	13,200	531	200,060

Of the above Hamburg ships at the close of 1859, nineteen were steamers, and their total burthen 14,148 tons.

River-Navigation.—The traffic between Hamburg and the interior of Germany by river-boats on the Elbe continues very large. The following accounts show the arrivals and departures of the river-boats during the last five years.

Years.	Arrivals.		Departures.	
	Number of Vessels and Timber Floats.	Weight of Cargoes.	Number of Vessels and Timber Floats.	Weight of Cargoes.
		Centners.		Centners.
1855	3,932	3,949,154	3,725	5,990,890
1856	4,996	4,248,990	4,618	7,029,660
1857	4,993	5,158,757	4,730	5,714,060
1858	4,901	3,052,593	4,865	7,611,550
1859	4,527	3,619,788	4,236	6,535,690

The number of river-boats owned by Hamburg citizens in the year 1859, was 1761 (of which 17 were steamers), and their united tonnage 51,069 tons.

Land Transport.—The communications by land between Hamburg and the German States are chiefly effected by the Berlin-Hamburg, the Hanoverian, and the Altona-Kiel Railways. The traffic on these railways very much increases, particularly that on the Berlin and Hamburg line, as appears by the following return of goods conveyed by it in the last five years:

	Imports.		Exports.	
	Goods.	Cattle.	Goods.	Cattle.
	Centners.	Head.	Centners.	Head.
1855	2,409.896	72,168	2.986,091	1,681
1856	3,050,973	67,463	3,274,030	873
1857	3,765,162	98,886	3,026 288	1,363
1858	2,591,182	88,049	3,030,388	1,395
1859	2,928,246	183,881	2,747,994	543

The land carriage by wagon is now almost entirely confined to the goods which come to Hamburg from places in the immediate neighbourhood. The following is a statement of the number of wagons and carriages of all descriptions which passed the gates of Hamburg, inwards or outwards, within the last five years.

1855	262,569
1856	294.671
1857	315,101
1858	311,925
1859	328,092

Customs' Duties.—The duty of one-eighth per cent. on exports was, as before stated, abolished on January 1st, 1857; since which, goods exported have been subjected to no examination, nor has any account of them been taken at the Custom-house. Goods imported into Hamburg are, as a general rule, subject to an import duty of one-half per cent. *ad valorem*; but from this rule there are numerous exceptions. The following articles are admitted duty free, viz.: corn and grain, malt, potatoes, fresh fruit and vegetables, milk, eggs and live animals, cotton and sheep's wool, flax, rags, old cordage, yarn of cotton or sheep's wool, or hemp, rape and turnip seed, oil-cakes, bark, bones, guano and other manures, wood for burning, and poles, willow and other wooden cask-bindings, fire-wood, coals and cinders, brown coal, peat and charcoal, turf, chalk and gypsum, copper ore, raw copper, brass, zinc, &c., linen, and linen mixed with cotton, printed books and papers, music, maps, baggage of passengers, emigrants, &c., bullion, and other metals for smelting, Goods arriving by the post, not exceeding the value of 50 marks banco, and all other goods not exceeding the value of 20 marks banco, 1*l.* 4*s.*

Goods imported pass the Custom-house without examination, upon a declaration, verified by the oath of a citizen, as to their quantity and valve. This declaration is controlled by reference to the prices current on the exchange, and to the invoices, manifests, and all other papers required by the officers of the Customs.

Goods declared in transit are likewise to pass duty-free, provided they are not sold to any one in Hamburg, and are re-exported within three months. This privilege can be extended to six or nine months respectively, on payment of a duty of one eighth, and eventually of a further one-eighth per cent. *ad valorem.* The privilege of declaring in transitu is confined to Hamburg citizens of the first class.

The tonnage, or harbour-duty, payable by sea-going ships at Hamburg is 8*s.* per new commercial last of 6,000 lbs., or 2⅔*d.* per ton English.

Vessels arriving by sea, in ballast, not exceeding in burthen 20 new commercial lasts, or 60 tons English; vessels returning in ballast whose cargoes have consisted, besides coals, of articles above 300 marks banco (22*l.* 18*s.*), in value; colliers returning with other goods; vessels arriving from Elbe ports, and leaving for sea; and vessels laden with building materials or live animals, pay half tonnage dues only.

Colliers returning in ballast; vessels built at Hamburg for their first voyage; whalers returning with produce of their fishery; vessels arriving for repairs and returning in ballast, or driven back by stress of weather, having already paid the dues; also river-boats and vessels bringing sea-fish, or exclusively employed in conveying passengers to and from Heligoland, Föhr, or Norderney, are entirely exempt from tonnage dues.

Ships arriving at Hamburg for the first time have to be measured, which costs 2½ marks, or 3*s.* sterling.

The revenues arising from the Hamburg customs and tonnage duties in the three years succeeding the abolition of the export-duties have been as follows:—

	Gross Receipts.	Charges of Collection.	Net Receipts.
	Marks Courant.	Marks Courant.	Marks Courant.
1857 ..	1,375,432	96,483	1,278,949
1858 ..	930,185	93,215	836,970
1859 ..	1,115,892	95,324	1,020,568
Total ..	3,421,509	285,022	3,136,487
Average of 3 years	1,140,503	95,070·33	1,045,495·66
£ sterling*	69,121 7 0	5,762 14 0	63,363 7 0

Excise Duties.—The duties of excise, or *octroi*, are levied at the gates of Hamburg upon articles brought for consumption into the town. They fall upon flour, bread, live animals, meat, fish, oysters, butter, cheese, spirits, building materials, and other commodities.† These duties are much complained of, and their abolition at no distant period may be considered as probable. A drawback is granted on the re-exportation from the town of articles which have paid the excise, and the payment may also be postponed for a limited time in cases when the goods are warehoused. German distilled spirits are charged with the excise at the gates, whilst French and Spanish spirits are admitted free, and the duties levied at a later period upon the consumers of such last-mentioned spirits. This distinction is thought by many unjust, and has led to remonstrances at different times by the Prussian Government, which, however, have not yet produced the desired effect. The taxes upon persons, as well as horses and carriages, passing the town gates at night, is likewise very unpopular, and it may be anticipated that the government of Hamburg will sooner or later substitute for the excise and gate-taxes an improved method of direct taxation.

The River and Harbours.—The navigation of the Elbe is provided with lights, beacons, and buoys, at the expense of the city of Hamburg. There are two lighthouses upon Neuwerk Island, lying about 6 English miles from the coast; also lighthouses at Cuxhaven, at the south entrance of the Elbe, near the Ball-Beacon (Kugel-Baak), by Cuxhaven, at the Bösch, the Stormouth, Glückstadt, and Schulan. There are also three floating hights at the mouth of the Elbe, namely, off the Schaarhorn sand-bank, and in the north gate, and two others near the Hauskall Sand, higher up the river.

* At 16½ marks courant per 1*l.* sterling.

† See Report of Consul-General Hodges for the 10 years 1845 to 1854.

Fixed and floating there are thus altogether 13 lights. The beacons are upon the Schaarhorn sand-bank, upon Neuwerk Island, upon the Bösch Sand, and the Ball-Beacon, at the south entrance of the river. The channel of the river is also well marked with buoys. These establishments, together with all that relates to seamen, quarantine, pilotage, and the conservancy of the navigation are placed under the direction of a Board, composed of members of the Senate and of citizens, sitting at Hamburg.

The average depth of water at Hamburg during the 16 years, 1842 to 1858 was, at high tide, 22 feet, and at low tide 15 feet 9 inches, Hamburg measurement. In the year 1859 the average depth was, at high tide, 21 feet 10 inches, and at low tide 15 feet 6 inches. The normal or null-point of water opposite to the quay at Hamburg, without reference to the tides, is in these calculations taken at 14¼ Hamburg feet.

The river is by no means free from sand-banks, and the bars between Hamburg and the Krautsand Roads, 30 miles lower down, present no slight impediments to ships ascending from the sea. These evils have long been recognized by the Senate, and since the year 1840 attempts have been made to deepen the channel by means of dredging machines, but little or no good has hitherto been effected by these operations.

The navigation of the Elbe is usually obstructed by ice for a part of each winter. The duration of this obstruction is very various. In the winter of 1855 to 1586 the ice lasted 81 days; in 1856-57, 20 days; in 1857-58, 16 days; in 1858-59, 27 days; and in 1859-60, only 10 days.

Hamburg has no docks, and formerly had only a small inner harbour, formed by an arm of the Elbe, called the *Oberhafen*, for river boats and small craft; but within the last few years a new harbour, near the quay, called the *Niederhafen*, for sea-going ships and steamers, has been artificially constructed with piles, which, with its adjuncts, the *Sandthorhafen* and the *Binnenhafen*, is capable of accommodating a large number of vessels of all sizes. More harbour room is also to be gradually provided in the part of the river lying above the *Niederhafen*, and near the great *Grasbrook*. There is a small harbour at Cuxhaven capable of holding about 100 vessels, which, in 1857, the Hamburg government determined to enlarge, and to convert into a good winter harbour, with space enough to admit 180 steamers, and other large ships; but these works are as yet far from their completion.

The Senate has likewise for some years past been occupied with the plan of a railway-bridge from Harburg to Hamburg, combined with one of a railway from Hamburg to Cuxhaven; after long negotiations, Hanover has been brought to agree to the principle of such bridge and railway, but the estimates of expense are so heavy that it is very doubtful when they will be carried out. In the meanwhile, a communication has been established between Hamburg and Harburg by a steam-ferry over the branch of the Elbe which separates the two places.

Hamburg ships are subject to the same regulations respecting the use of lights and fog-signals as those enforced on board British ships; the government of Hamburg having in the year 1858 adopted the British code of signals in this respect.*

Pilotage.—Every vessel entering the Elbe from sea is obliged by law to take a Hamburg pilot. There are three clipper schooners or galliots provided by the government, carrying the Hamburg flag by day and a red light by night, with pilots on board, which cruise between the mouth of the Elbe, Borkum, and Heligoland, for the supply of pilots to ships coming in. The cruiser-pilotage is not compulsory; but if a ship takes a cruiser-pilot she must pay the full rates of pilotage from sea to the Bösch (about 22 English miles from the Elbe's mouth), which are from April 1st to September 30th, 9 marks courant (10*s.* 9*d.* sterling); and from October 1st to March 31st, 12 marks courant (14*s.* 4*d.* sterling) for every Hamburg foot of the vessels draft of water. Ships drawing less than 10 feet water pay for 10 feet. Ships of the burthen of 60 and not exceeding 120 tons English are not liable to pay for pilotage if they do not actually require a pilot. Ships in ballast, or laden with coals or herrings, pay, during the whole year, only three marks courant (3*s.* 7*d.* sterling per foot)—the half of the winter pilotage. Ships not having a cruiser pilot are obliged to take one from the first government pilot galliot, or pay the pilotage, namely, 6 marks courant (7*s.* 2*d.* sterling) during the winter half-year, or 4 marks courant (4*s.* 7*d.* sterling) during the summer half-year. If the first pilot galliot cannot supply a pilot the ship must proceed to the second pilot galliot and there take one, and an abatement of pilotage is made in proportion. The whole of the Hamburg laws regulating the pilots and pilotage up the Elbe from sea to the Bösch are contained in the ordinances of the Senate, dated respectively December 20th, 1838; June 24th, 1844; January 9th, 1855; June, 27th, 1856; and January 4th, 1859. From the Bösch to Hamburg vessels are generally conducted by Holstein or Hanoverian pilots; but no shipmaster is obliged to take a pilot, though it is generally advisable for him to do so on account of the shoals. The rate charged for this latter distance is 3 marks courant (3*s.* 7*d.* sterling) per Hamburg foot of the vessel's draft, with 3 marks extra for "over the bar," which is understood as an additional fee to secure watchfulness in passing the sands. There are no regulations for pilotage down the river, therefore shipmasters leaving Hamburg and requiring pilots must make their own bargain with them.

Clearances. — The charges for the Custom-house clearances continue to be as follows:—

	Marks Courant.		£	*s.*	*d.*
Ships under 50 new commercial lasts, or 150 tons English	15	=	0	17	10
Ships under 100 such lasts, or about 300 tons	30		1	15	8
Ships above that size	36		2	2	9

The usual fee of the harbour-master is 6 marks courant (7*s.* 2*d.* sterling).

Quarantine Laws.—The quarantine regulations now in force for ships entering the Elbe were established on January 1st, 1857, under an ordinance of the Senate of Hamburg, dated December 29th, 1856. Ships coming from the Black Sea, the ports or islands of Turkey (except those lying on the Adriatic,) from Asia-Minor, Syria, the north coast of Africa, eastward from Algiers, or the west coast of Africa, northward from Cape Town, as far as the Straits of Gibraltar, or from any other places which the Senate may declare to be for the time suspected, are obliged to perform quarantine at Cuxhaven; but such ships are immediately liberated in case no suspicious death has occurred within the last 8 days, and no infectious disease prevails on board of them. The heavy quarantine-dues formerly levied at Cuxhaven have been abolished, and the following more moderate scale of fees has been substituted for them, viz.:—

	Courant Marks.		£	*s.*	*d.*
For the examination of a ship, including boat-hire, &c.	25	=	1	10	0
For ships liable to quarantine, and having already made pratique in another country	6		0	7	2¼
For each visit of the doctor on board ..	7½		0	9	0
With a maximum for all his visits of ..	25		1	10	0
For watching per day per man ..	3		0	3	7¼

Emigration.—The principal port of departure for German emigrants to America, and other distant parts of the world, has always been Bremen; but Hamburg has also a large share of the emigration business, and the government has established an office for furnishing information to settlers going out, and for protecting them against the impositions of dishonest agents, which office has done a great deal of good. The number of emigrants from Hamburg in the course of the last five years was—

1855	18,652
1856	26,203
1857	31,566
1858	19,799
1859	13,242
Total	109,462
Average per annum ..	21,892

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* See Report of Consul-General Hodges for 1858.

Which is much below the average of the five years preceding. German emigration seemed to have reached its culminating point in 1854, when the number who went out from Hamburg alone was 50,819. About two-thirds of the German emigrants are destined for the United States of America, the rest proceed to Brazil, the Australian Colonies, Canada, and other transatlantic countries.

Maritime Insurance.—The amount of property insured in Hamburg against sea-risks is very large, comprising not only the shipments made by the merchants of the place on their own account, but also the shipments effected by Hamburg houses on account of merchants residing in the north of Europe and elsewhere. The official accounts of the sums assured by companies and private underwriters for a long series of years past exhibit a striking increase within the last five years. The following is a summary:—

	Marks Banco.	£ sterling.
1855	527,644,800	40,201,509
1856	678,679,200	50,900,940
1857	733,697,900	55,027,340
1858	538,689,900	40,401,740
1859	578,852,000	44,103,009
Total	3,057,663,800	230,634,538
Average per Annum ..	611,532,760	42,126,907

Of the above sums, four-fifths at least were assured by the Companies alone (now 20 in number), and the average rates of premium received by those bodies in the last 5 years were as follows:—

	Rate per cent.
1855	1·57
1856	1·45
1857	1·39
1858	1·45
1859	1·41
Average per annum ..	1·45

The stamp-duties payable on policies of assurance have been reduced within the last few years, and are now very moderate. Bullion pays only 1-16th per mille *ad valorem.* On policies upon goods of all other descriptions, ship, freight, passage-money, commission, &c., the general rate of duty, when the premium paid is from 1 to 2 per cent., is ½ per mille *ad valorem.*; and when the premium exceeds 2 per cent., ¾ per mille *ad valorem.* The duty, however, increases when insurances are made for double voyages, or for long periods of time.

Banks.—The banking establishments are, 1st, the Bank of Hamburg, which is one of deposit, or a Giro Bank, and does not issue notes.* Its accounts are kept in marks banco, and are based upon silver actually lodged in the coffers of the bank. The Senate has constantly refused to allow any publication of the quantity of bullion lying in the bank from time to time. 2nd. The Union Bank (Vereins Bank), with a capital equal to a million and a half pounds sterling, which strictly confines its operations to banking business, and pays an annual dividend of from 4 to 5 per cent. 3rd. The North German Bank (Nord-Deutsche Bank), also with a capital equal to a million and a half sterling, which lends money in aid of mercantile enterprises, and pays also from 4 to 5 per cent. The two last-mentioned banks are on the plan of the London Joint-Stock Banks, and are not allowed to issue notes.

Discounts and Exchanges.—Money being generally abundant in Hamburg, the average rates of discount are proportionately low, subject to the influence of exceptional circumstances, as in the years of commercial difficulty, 1856 and 1857, when bills discounted as high as 9 and 10 per cent. The following were the highest, lowest, and average rates of discount paid in Hamburg during the last five years:—

	Highest Rate.	Lowest Rate.	Average Rate.
	Per Cent.	Per Cent.	Per Cent.
1855	6¾	1¾	3¾
1856	9	4⅛	6¼
1857	10	3¾	6½
1858	2½	1	1¾
1859	5	1¼	2

The current rates of exchange upon all the great towns of Europe are regularly quoted on the Exchange of Hamburg. The amount of bills on London is always much larger than that of the bills upon any other place.

The following were the highest, lowest, and average rates of exchange for bills on London during the last five years:—

For Bills at Three Months' Date.

	Highest Rate.		Lowest Rate.		Average Rate.	
	Mks. B.	Sch.	Mks. B.	Sch.	Mks. B.	Sch.
1855	13	3¼	13	0	13	1$\frac{15}{16}$
1856	13	3¾	12	13¼	13	1⅛
1857	13	1½	12	8	12	15⅝
1858	13	5	12	15	13	2⅝
1859	13	2½	12	12½	13	1

For Bills at Short Sight.

	Highest Rate.		Lowest Rate.		Average Rate.	
	Mks. B.	Sch.	Mks. B.	Sch.	Mks. B.	Sch.
1855	13	6	13	2¼	13	4¼
1856	13	7	12	15½	13	4$\frac{1}{16}$
1857	13	4½	13	0	13	3$\frac{1}{16}$
1858	13	6½	13	1½	13	4$\frac{1}{16}$
1859	13	3¾	12	14¼	13	2⅜

Measures, Weights, and Coins.—An alteration of some importance in the Hamburg weights was effected in the year 1858, when the pound of the German Customs-Union was adopted by Hamburg, as well as by Prussia, Bremen, and Hanover, both for the wholesale and retail trade, and in the collection of the revenue, which new pound is about 3⅕ per cent. heavier than the old Hamburg pound. The measures, however, and the monetary system have remained unchanged during the five years under review. The following is a comparison of the Hamburg measures, weights, and money with those of Great Britain:—

Measures.

Hamburg.		Great Britain.
100 feet in length	.. =	94·021 feet in length
100 square feet ..	..	88 400 square feet
100 cubic feet ..	..	83·115 cubic feet
100 ells	..	62 651 yards
100 barrels (Fass)	..	18 901 imperial quarters
100 quarts (Viertel)	..	159·470 imperial gallons

Great Britain.		Hamburg.
100 feet in length	..	106·359 feet in length
100 square feet ..	..	113·122 square feet
100 cubic feet ..	..	120·316 cubic feet
100 yards ..	..	159·538 ells
100 imperial quarters	..	529·071 barrels (Fass)
100 imperial gallons	..	62·708 quarts (Viertel)

Weights.

Hamburg.		Great Britain.
100 old lbs. ..	..	106·839 lbs. avoirdupois
100 new lbs. ..	..	110·232 lbs. avoirdupois
100 marks silver, or 200 lbs. bank weight	}	62·6554 lbs. troy

Great Britain.		Hamburg.
100 lbs. avoirdupois	..	93·599 old lbs.
100 lbs. avoirdupois	..	90·718 new lbs.
100 lbs. troy ..	..	159·6032 marks silver

Money.—The fixed value of the mark of fine silver is 27 marks 12 schillings banco, and the average course of exchange for gold in the year 1859 was 1 mark fine gold (422 dollars 6 schillings banco); consequently, the par of exchange between Hamburg money and British money during the same year was as follows:—

Hamburg.		Great Britain.
100 marks banco	..	£7·5617 sterling
100 marks courant	..	£6·1717 sterling
100 Prussian dollars	..	£14·9549 sterling

Great Britain.		Hamburg.
£100 sterling ..	..	1322·456 marks banco
100 sterling ..	..	1620·306 marks courant
100 sterling ..	..	668·667 Prussian dollars

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* See a more particular account of this Bank in Consul General Hodges's General Report for the ten years 1845 to 1854.

The dollar of Prussia, and the other North-German States, is very generally circulated in Hamburg, the mark banco being an imaginary coin, and the mark courant itself seldom seen, although the half and quarter marks, and the schillings (of which 16 go to the mark) are in common use.

The Upper Elbe and Transit Tolls.—Nothing has been done during the last five years in the way of either the abolition or reduction of the river tolls above Hamburg, although hopes were entertained that the Revision Commission for the Elbe navigation, which sat at Hamburg during a great part of the year 1858, would agree upon some plan for the relief of the trade from this serious burthen. Goods subject to the Elbe-tolls are divided into classes, of which some pay the full rates, others the half, the fourth, the fifth, the tenth, the twentieth, and down to the fortieth, part of the full rates respectively. The following are the normal rates authorised by the Elbe-Navigation Act of April 13th, 1844, according to which goods are charged for the whole length of the river between Hamburg and Bohemia, or for intermediate distances, per toll-centner (110¼ lbs. avoirdupois), viz. :—

	Doll.	Sgr.	Pf.		s.	d.
Normal rate to which the governments are entitled for the entire distance between Hamburg and Melnik in Bohemia	1	3	11	=	3	5
Rates actually levied :						
Between Hamburg and Prussia (Magdeburg, Berlin, &c.) ..	..	6	8¾		0	8½
Between Hamburg and Saxony, with transhipment in Prussia	..	6	10		0	8½
Ditto, without transhipment, upwards (of which 3 sgr. 10 pf. repaid by Saxony)	..	11	7		1	2
Ditto, ditto downwards (of which 2 sgr. 6 pf. repaid by Saxony)	..	11	7		1	2
Between Hamburg and Bohemia, with transhipment in Prussia	..	19	0⅖		2	0
Ditto, with transhipment in Saxony (of which 3 sgr. 10 pf. repaid by Saxony)	..	19	3⅕		2	0
Ditto, without transhipment ..	..	24	2⅔		2	6

There is also an ancient toll levied at Essling by the governments of Hamburg and Lubeck, upon vessels ascending the Elbe from Hamburg, at the rate of 4½ schillings, equal to about 4½*d.* sterling, per last of 4,000 pounds toll-weight, or 2 tons English.

The average revenue derived from these Elbe-tolls alone in the 8 years 1850 to 1857 was 456,381\$* (69,457*l.*), and the average outlay for embankments, cleansing the river, &c., 379.225\$ (56,883*l.* 15*s.*), leaving a surplus of 77,156\$ (11,573*l.*) upon the general revenue; but some of the States, particularly Hanover and Mecklenburg, realised larger sums as the surplus belonging to the revenue of those States separately.

The governments of Mecklenburg, Lauenburg, Hamburg, and Lubeck continue to levy transit duties, amounting in the whole to 2$\frac{6}{10}$ silbergroschen, or about 3*d.* per toll-centner, upon goods conveyed between Hamburg and the Prussian territory, by the Hamburg and Berlin Railway, in order to compensate those States for the loss of the Elbe-tolls incurred by them in consequence of the preference given to railway carriage. These transit-dues amounted, on an average of the 12 years 1850 to 1857, to 297,532\$ (44,630*l.*) per annum. Their amount in the year 1859 was 260,000\$, or 39,000*l.*

The Stade-Tolls.—As the negotiations between Great Britain and Hanover (with the view to a cessation of these tolls) are still pending, it may suffice to state here that in the meantime Hanover continues to levy the tolls according to the terms of the convention between the Elbe-bordering States, dated Dresden, April 13th, 1844, and to the Treaty between Great Britain and Hanover, dated July 14th, 1844. The tariff is subject to revision by the Elbe-bordering States, at periods of 25 years, upon the basis of a quarter per cent. *ad valorem.*

Manufactories.—The manufactures carried on in the city of Hamburg and its surrounding territory are of no small importance, and comprise refined sugar, salted and corned beef, cigars, refined camphor, hair-cloth, canes and sticks, rasped logwood, railway carriages, musical instruments, and furniture, some of which are exported to a considerable extent, but as there are no longer any official statistical accounts of the exports from Hamburg, it is now impossible to ascertain with any sort of accuracy to what amount.

General Observations.—It is satisfactory to observe that the trade of Hamburg continues steadily to increase, and that neither the disastrous commercial crisis of the year 1857, nor the burthens to which the navigation of the Elbe is subject, have had the effect of diminishing the imports during the five years under review. The average annual declared value of the imports from all countries into Hamburg during the five years 1855 to 1859 was 589,133,444 marks banco (44,886,358*l.*), being an increase of 40 per cent. over the average annual value of the imports during the preceding 5 years, which was 418,598,095 marks banco (31,893,188*l.*). The British portion of the trade with Hamburg has also greatly increased during the period mentioned, though not in the same ratio as the trade with all countries. The average annual value of the imports from Great Britain during the five years 1855 to 1859 was 156,963,770 marks banco (11,959,144*l.*), being an increase of 21 per cent. over the average annual value of the imports from Great Britain during the preceding five years, which was 126,166,888 marks banco (9,612,662*l.*). Tried by another test, however, the progress of the British trade with Hamburg is still more striking. The official tables give a statement of the percentage of the imports in each year since 1848, as compared with that year, from which it appears that on an average of the five years 1855 to 1859, the rates per cent., as compared with 1848, taking that year at 100, were—imports from all countries, 220; imports direct by sea, 210; imports from Great Britain, 221; so that in this point of view the rate of increase of the British trade with Hamburg since 1848 has been at least equal to that of the entire trade of the port, and considerably greater than that of the whole importations by sea. During the commercial difficulties of 1857 much capital was undoubtedly lost, and the former high reputation of Hamburg in the mercantile world was for the time stained. But it should not be forgotten that many Hamburg houses had nothing to do with the wild speculations which led to that crisis, and sustained no direct losses from the failures of that period. The capital of Hamburg citizens embarked in trade and navigation continues very large indeed, and if business has been conducted more cautiously, and credits have been much limited since the year of disaster, the true interests of commerce have rather been promoted than injured by such circumspection. At present the objects of the greatest importance to the trade of the port are to set the navigation of the Elbe free from the Upper River-Tolls, and Stade-Tolls, and to get rid of the transit-duties levied on the railway between Hamburg and Berlin. To these objects the efforts of the Senate and of the Chamber of Commerce of Hamburg continue to be assiduously directed, and it is to be hoped that those efforts may eventually prove more successful than they have been in past years.

Report by Colonel Lloyd Hodges, K.C.B., late British Chargé d'Affaires and Consul-General at Hamburgh, on the Trade and Navigation of that City during the year 1859.

Ever since 1842, the year of the great fire, public opinion at Hamburg has been occupied with the question, whether the Hamburg constitution of 1712 was still adapted to the general interests of this great mercantile emporium, and whether a reform of the ancient constitutional forms would suffice, or an entire new basis be required, to bring the constitution of this State in accordance with the demands and requirements of the times.

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* The Elbe-Tolls Documents and Indications, 1814–1859, Leipzig, 1860. (Die Elb-Zölle, Aktenstücke und Nachweise, 1814–1859; Leipzig, 1860.) This work is entirely compiled from official sources.

In the year 1848, an Assembly was elected by universal suffrage for the sole purpose of making and establishing a new constitution; however, when reactionary principles regained the upper hand in Germany, that Assembly was dissolved, and the constitution it had made set aside. Various plans for the reform of the old constitution were then proposed, but unfortunately none of these plans were acted on; some being objected to by the citizens, others being rejected by the Senate, until, at last, on the proposal of the Senate, the constitution of the 23rd of May, 1850, was agreed to by the Bürgerschaft. But the Political Committee of the German Diet, by a note dated the 27th April, 1852, and addressed to the Senate, stated that in their opinion several enactments of such constitution were at variance with the established laws of the German Confederation; and in consequence of this note, several alterations in the constitution of 1850 were proposed by the Senate.

These alterations were, however, disapproved by the citizens, who considered that they all more or less tended to increase the political influence and power of the Senate, rather than to effect changes in the constitution that would be for the general welfare of Hamburg; and when, at the beginning of 1859, the Senate declared that they should, under these circumstances, desist from introducing any organic change in the constitution, and accordingly brought forward other proposals connected with the administration of justice, these proposals, which included measures of a most arbitrary nature, particularly with reference to the power to be granted to the senator chief of the police, roused public feeling that had so long been indifferent. Public meetings were called by the most respectable and influential merchants and citizens, and resolutions were passed calling upon the Senate to establish forthwith the constitution of the 23rd of May, 1850, with the omission of such provisions as had been objected to by the Political Committee of the Diet. The Bürgerschaft, in accordance with these resolutions, refused to agree to the proposals of the Senate, and solemnly recorded over again their vote of the 23rd of May, 1850, by which the new constitution had become the law of Hamburg. Under these circumstances, the Senate thought it expedient to enter into negotiations with the Bürgerschaft, and after long deliberations it was, on the 11th of August, 1859, agreed between these two bodies that that part of the constitution of 1850 should be forthwith established which relates to the composition of an elective Bürgerschaft, abolishes the right of personal votes as possessed by the old Bürgerschaft, and empowers the Bürgerschaft, elected by the citizens in conformity with the provisions of the constitution of the 23rd of May, 1850, to revise such enactments of that constitution as have been objected to by the Diet.

This new representative Bürgesrchaft met on the 6th of December, 1859; but up to this time (April, 1860) the other parts of the constitution have not been revised as, unfortunately, the same differences which prevailed between the old Bürgerschaft and the Senate as to the interpretation to be put on the suggestions made by the Political Committee of the Diet, in their note of the 27th of April, 1852, prevail, also, between the new Bürgerschaft and the Senate.

Under these circumstances, when the attention of the executive and legislative bodies of the State was so entirely occupied with the reconstruction of the Constitution, it may be easily imagined that little other public business was thought of; and that, therefore, no reforms and improvements, with reference to commerce and navigation, has been introduced during the year 1859.

The works for enlarging the harbour at Cuxhaven have not progressed much in 1859; and from a communication lately made by the Senate to the Bürgerschaft, it appears that, owing to the nature of the soil, the plan adopted in 1857 can not be carried out; in consequence of which communication the Bürgerschaft have appointed a committee to report to them the state the works are in at present, and to propose such measures as might be considered expedient to provide, in the first instance, for an improved winter-harbour at Cuxhaven.

The Senate also informed the Bürgerschaft that the negotiations with the Hanoverian Government, as to the building a bridge across the Elbe, between Hamburg and Harburg, and for constructing a railroad from Harburg to Cuxhaven, have so far been satisfactory, as the technical commissioners appointed by the two Governments have agreed respecting the mode of constructing the bridge and railroad, and respecting the estimates of the costs.

But as the sum required is very large—the bridge is estimated to cost 10 millions of Prussian dollars (1,500,000*l.*), the railroad $6\frac{3}{4}$ millions of Prussian dollars (1,012,500*l.*)—the two Governments, as yet, have taken no further steps. However, the Senate stated to the Bürgerschaft that they would use their best efforts to bring this long-pending question to a speedy termination, being convinced of the necessity in the interest of the Hamburg trade of a railroad communication with Harburg and Cuxhaven, the more so as the railroad between Bremen and Bremerhaven, the construction of which has already commenced, will afford to the Bremen trade access to the sea, should river navigation be closed in winter.

The Senate further proposed to the Bürgerschaft that permission should be granted to the Berlin-Hamburg Railroad Company to lay rails from their station at Hamburg to the harbour, in order to load goods from vessels direct into the railroad-wagons. The Bürgerschaft, while approving of the laying of the rails to the harbour, refused, however, to grant this permission to the Berlin-Hamburg Railroad Company, fearing, by such privilege, to extend the monopoly already enjoyed by the Company, and considering it more expedient that the Hamburg Government itself should construct this branch railway, and take the management of the same under its control. The connecting by rails the Altona station of the Kiel-Altona Railway with the Hamburg station of the Berlin-Hamburg Railway, which was already proposed in 1857, will, it is expected, be carried out in 1860.

Since time immemorial a great abuse has existed at the Hamburg post-offices in the delivery of letters, namely, that each letter that is not called for at the post-offices, but is delivered by the letter-carriers, is subjected to an extra postage of one-half to one shilling currency ($\frac{3}{8}$*d.* to $\frac{3}{4}$*d.*). The English Government considered themselves entitled to the half of such extra postage collected on letters arriving from England; and as the Hamburg post-office authorities could not in justice refuse this claim, they thought it more expedient to abolish the charge altogether at the beginning of 1860, when they discovered that they could no longer retain its whole amount. Unfortunately, by an oversight of the Hamburg Plenipotentiary at the Congress of Vienna, in 1815, each German State is allowed to have its own post-office at Hamburg, and the revenue collected from the great number of letters delivered in this city is to each of those States of considerable amount. Some of the post-offices—for instance, those of Prussia and Mecklenburg—have consented to abolish or reduce this extra postage on the delivery of letters; but others, as Hanover and Denmark, refuse to do so, and the Hamburg Government has not the power to compel them to abolish this charge, even though it is levied at Hamburg.

It was stated in the report for 1858, that a delay of four hours took place on the Government Railway at Hanover, in transmitting to Hamburg the mails from London and Paris; and that all representations to the Hanoverian Government to induce them to remedy the evil, so keenly felt by the Hamburg mercantile community, had failed. However, since the month of January, 1860, when, in consequence of the opening of the railway-bridge across the Rhine at Cologne, the arrival at Hanover of the post-train from France and England was accelerated, the Hanoverian railroad authorities have thought it proper to forward the mails to Hamburg at once; and the English and French mails now reach this city between seven and eight o'clock in the morning, and the letters and newspapers are delivered before nine, which is three to four hours earlier than formerly, and thereby the merchants are enabled to reply with facility to their English correspondents on the same day.

Negotiations with reference to commercial treaties have been entered into by the Hamburg Government with the La Plata States, and with Piedmont; and at the request of the Chamber of Commerce, the Senate have come to an understanding with the Prussian Government to the effect that the mission sent by Prussia to China and Japan shall also take charge of the commercial interests of Hamburg; and to any Treaty or Convention concluded by the Prussian agent Hamburg is to be a party

The new wing built to the Exchange, and appropriated to the corn merchants, was opened in 1859, and room for about 1,000 merchants is thereby afforded. The official price-current, published weekly by the Chamber of Commerce, has been much enlarged since the 1st of January, 1860, and the prices of money articles, in addition to those formerly in the list, are now quoted.

The Commission appointed by the States of the German Confederation to prepare a German "Code of Commerce," have agreed to that part of the "code" which relates to maritime insurances, and other matters connected with navigation. The commissioners have held their meetings at Hamburg since April, 1858, but in a short time they will adjourn to Nuremberg, in order finally to determine on the whole "code."

The Hamburg mercantile community are anxiously awaiting the result of the negotiation now going on between the British and Hanoverian Governments with reference to the Stade-toll. It has repeatedly been stated in former reports that the Upper-Elbe-dues, and the transit-dues, levied in connection with these dues by the Government of Mecklenburg and Denmark on goods conveyed by the Berlin-Hamburg railway, are a still more onerous burden on the trade of Hamburg than the Stade-toll; and in the report of 1858, full details were given of the fruitless endeavours of the Austrian, Prussian, and Hamburg Governments to induce the Governments of Mecklenburg, Hanover, and Denmark to reduce these heavy charges; and, as was observed in the report, the Hamburg Commissioner stated at the meeting of the Revision Commission in 1858, that the Senate of Hamburg would, if necessary, appeal for redress to the Diet at Frankfort, and the Powers that signed the Vienna Act. As it was generally understood that, in case a conference should be held to consider the redemption of the Stade-toll, the Hamburg Senate would bring the whole question of the Upper-Elbe-dues and the transit-dues before that Conference, the Hamburg Chamber of Commerce have lately published a work, entitled "The Elbe-Dues," in which full and detailed information of all the bearings of the subject, with extracts from official documents, and from the protocols of the Revision Commission are given. Amongst the documents in the book the despatch, now published for the first time, addressed by Lord Palmerston to the Hanoverian Government in 1841, and maintaining that the Stade-toll should be levied on the basis of one-sixteenth per cent., is particularly deserving of attention. In this despatch Lord Palmerston proves, by historical deductions and logical arguments, the validity of the Treaty of 1691, by which the above-named rate of duty was fixed.

The political state of Europe, and the possibility of a maritime war, have caused great anxiety to German merchants and shipowners. Although the declaration respecting International Maritime Law come to by the great Powers at the Paris Conference in 1856 was satisfactory, as far as it went, to neutrals, yet the German shipowners, in their unprotected state, are desirous, in case of war, to secure the establishment of the principle that all private property at sea shall be inviolable. With this view an agitation was commenced by the Bremen merchants and shipowners, and resolutions to that effect were passed at that city. This example was followed by the mercantile communities in nearly all the ports in the north of Germany, and the movement was strongly advocated by the press. Several German Governments promised to use their best efforts to procure the establishment of the principle, and proposed to bring the matter forward at the Congress, which, at the end of 1859, was expected to be held at Paris.

As was already observed in the report for 1858, in general, the settlement of the affairs of the Hamburg houses that suspended payment, or failed during the crisis of 1857, has terminated very satisfactory; and as a further illustration of this, it may be mentioned that the ultimate loss of the Discount Guarantee Association, which was formed in November, 1857, to facilitate the discounting of bills, and whose credit was most liberally given to the same, amounts to only 13,378 marks banco, (1,001*l.*) or $\frac{11}{100}$ per cent. on the capital subscribed; 12,134,500 marks banco, or $\frac{1}{10}$ per cent. on the sum, 1,213,450 marks banco, which was actually paid.

With regard to the 45 firms, which at the end of 1858 were still under administration, it appears from the official report of the Court of Commerce, that the affairs of 22 of these firms have been finally settled, and that those of the remaining 23 are expected to be shortly arranged.

Business in general, owing to the political state of Europe and the want of confidence arising therefrom, has been carried on with much caution during the year 1859. The Hamburg merchants have entered into but few speculations, and their transactions have been principally confined to the supply of their customers. However, at the termination of the Italian war, large orders were given by the merchants in the interior of Germany to meet the increased wants of the consumers; and, though the imports of most of the chief articles of commerce into Hamburg were greater in 1859 than in 1858, still, it appears, that the stocks at the beginning of 1860 were not large. Prices during the year 1859 were in general stationary, and no great fluctuations were experienced.

As yet the returns showing the value of the Hamburg importations, which are proposed by the statistical department, have not been published; but it appears that about 33,500,000 cwt., in value about 571,000,000 banco marks, (42,750,000*l.*) were imported in 1859 against 32,200,500 cwt., in value of 522,206,800 banco marks, (37,665,510*l.*) in 1858.

The rates of discount were low throughout the year 1859, and few variations took place, as will be perceived from the following statement of the average rates of discount during each month of the years 1858 and 1859.

STATEMENT of the Average Rates of Discount, during each Month of the Years 1858 and 1859 respectively, and during the Five Years 1855 to 1859.

Months.	1858.	1859.
	per cent.	per cent.
January	2¼	2¼
February	2	1½
March	1¾	1¼
April	1¾	3½
May..	1	3¼
June	1¾	2
July..	1¼	1½
August	1	1¼
September	1½	1¼
October	2	1¼
November	2	1¾
December	1¾	1½

Years.	Lowest.	Highest.	Average.
	per cent.	per cent.	per cent.
1855	1¾	6¾	3¾
1856	4⅓	9	6⅙
1857	3⅞	10	6½
1858	1	2½	1¾
1859	1¼	5	2

The Chamber of Commerce have respectfully urged on the Government, that a weekly or monthly return of the amounts of silver in the coffers of the Public-Giro-Bank, and of the amounts of the bills payable in Hamburg, stamped, during each week or month, should be published, with a view to afford reliable information respecting the available capital in Hamburg, and the current claims upon it; but the Government have refused to permit such a publication, though no reasons have been assigned for withholding this information, which is afforded in other large mercantile places, and which evidently is of great importance to the mercantile community. Had such returns been published in 1857, and thereby the great increase of the bill liabilities been brought to light, the commercial embarrassments during the crisis of that year would hardly have become so imminent as to require Government interference.

The dividends paid in 1859 by the two Hamburg Joint-Stock Banks have, owing to the low rates of discount, not been so large as they were in 1858. The Union Bank paid a dividend of $4\frac{7}{32}$ per cent., the North German Bank a dividend of $4\frac{3}{8}$ per cent. The large capital (1,500,000*l.*) possessed by the latter bank, has enabled the directors to employ a part of such capital in loans to foreign governments, a branch of business, hitherto, unusual in Hamburg. Several loans on account of the Swedish and Bremen Governments have been engaged in by the North-German Bank during the year 1859; and this mode of employing capital, hitherto advantageous, has afforded strong arguments to favour the directors in resisting the demand of a part of the shareholders for a reduction of the capital of the bank, which reduction is contended for on the assumption, that the large capital of the bank, under the peculiar system of discounting which prevails at Hamburg, can, in ordinary times, not be solely employed in discounting bills. The motion for reducing the capital, was finally rejected at this year's general meeting by a majority of the shareholders.

The rates of the foreign exchanges have not varied very much during the year 1859, with the exception of those on Vienna, which, so long as the Austrian finances and currency remain in such a deplorable state, must naturally be exposed to great and ruinous fluctuations. The average rates of exchange on London during each month of the years 1858 and 1859, are here given.

STATEMENT of the Average Rates of Exchange on London during each Month of the Years 1858 and 1859 respectively, and during the Four Years 1856 to 1859.

Month.	Average at two and three Months' Date.			
	1858.		1859.	
	Marks Banco.	Shillings.	Marks Banco.	Shillings.
January	12	$15\frac{9}{16}$	13	$2\frac{1}{8}$
February	13	$1\frac{1}{8}$	13	$2\frac{1}{8}$
March	13	$1\frac{1}{2}$	13	$1\frac{7}{8}$
April	13	2	13	—
May	13	3	12	14
June	13	3	12	$15\frac{11}{16}$
July	13	$2\frac{15}{16}$	12	$15\frac{15}{16}$
August	13	$4\frac{5}{16}$	13	$1\frac{1}{2}$
September	13	$4\frac{1}{2}$	13	$2\frac{1}{16}$
October	13	$3\frac{5}{8}$	13	$1\frac{3}{4}$
November	13	$2\frac{13}{16}$	13	$1\frac{11}{16}$
December	13	$3\frac{1}{16}$	13	$1\frac{1}{2}$
Yearly average ..	13	$2\frac{5}{8}$	13	1

Years.	Average at two and three Months' Date.		Highest.		Lowest.	
	Marks Banco.	Sh.	Marks Banco.	Sh.	Marks Banco.	Sh.
1856	13	$1\frac{3}{8}$	13	$3\frac{3}{4}$	12	$13\frac{1}{4}$
1857	12	$15\frac{5}{8}$	13	$1\frac{1}{2}$	12	8
1858	13	$2\frac{5}{8}$	13	5	12	15
1859	13	1	13	$2\frac{1}{2}$	12	$13\frac{1}{2}$

The Hamburg maritime insurance companies, have, since their great losses in 1858, transacted a profitable business; and though the amount of the sums insured against sea-risks in 1859 is not yet ascertained, there is no doubt that the same is much larger than in 1858, though not as large as in 1857, the year of the mercantile crisis.

AMOUNT of Sums insured against Sea-Risks at Hamburg.

Years.	—	—	Average Rate of Premium.
	Marks Banco.	£	Per centage.
1856	678,679,200	50,900,940	$1\frac{7}{16}$
1857	733,697,900	55,027,340	$1\frac{3}{8}$
1858	538,689,900	40,401,740	$1\frac{7}{16}$

The official returns relating to the navigation of the Lower and Upper Elbe for the year 1859 have just been published by the Statistical Department. They show:—

VESSELS entered inwards at the Port of Hamburg.

	1858.		1859.	
	Vessels.	Tons.	Vessels.	Tons.
Vessels laden ..	3,878	1,026,192	3,980	1,043,727
Ditto in ballast ..	486	78,468	574	87,342
Total	4,364	1,104,660	4,554	1,131,069
Of which English:				
Vessels laden ..	1,672	559,869	1,602	534,930
Ditto in ballast .	26	8,568	40	11,241
Total	1,698	568,437	1,642	546,171

STEAMERS entered Inwards, and cleared Outwards, at the Port of Hamburg in 1859.

	Vessels.	Tons.
Inwards	1,083 ..	509,427
Outwards	1,084 ..	507,570
Of which English	575 ..	264,198

VESSELS cleared Outwards at the Port of Hamburg.

	1858.		1859.	
	Vessels.	Tons.	Vessels.	Tons.
Vessels laden ..	2,234	646,689	2,566	697,545
Ditto in ballast ..	2,143	461,847	2,028	445,185
Total	4,377	1,118,536	4,594	1,142,730
Of which English:				
Vessels laden ..	595	271,623	621	272,676
Ditto in ballast ..	1,104	297,681	1,023	274,965
Total	1,699	579,304	1,684	547,641

VESSELS owned by Hamburg Citizens, and carrying the Hamburg Flag.

	Vessels.	Tons.
1st January, 1859	488 ..	187,332
1st January, 1860	483 ..	186,861
Of which, steamers	19 ..	14,148

Thirty-nine new vessels were registered under the Hamburg flag, and forty-four Hamburg vessels were sold or lost.

The depressed state of the shipping interest that prevailed in 1858, has continued during 1859, and the freights have not been remunerating to ship owners.

The shares in the Hamburg-American Packet Company have in 1859 again afforded no dividend; but as the business between Hamburg, and between Germany, through Hamburg, with the United States is steadily increasing, it is to be expected that before long the prospects of the shareholders will improve.

The Harburg Steam-Packet Company, notwithstanding the advantage arising from the privilege exempting goods landed at Harburg from the Stade-Tolls, was, owing to the want of return freights at Harburg, unable to compete with the English and Hamburg steamers running between Great Britain and Hamburg; and the directors have sold their four screw-boats to the London General Steam Navigation Company, which company is employing these steamers in the London trade, loading and unloading them partly at Hamburg and partly at Harburg.

NUMBER of Emigrants shipped at the Port of Hamburg in the years 1858 and 1859.

	1858.		1859.	
	Vessels.	Persons.	Vessels.	Persons.
To Canada	5	748	6	906
Australia	10	900	9	1,025
The Cape of Good Hope* ..	6	2,564	1	141
The United States .	49	10,763	46	8,622
The Brazils, and other American States ..	28	3,498	16	1,840
	98	18,473	78	12,534
Indirect, viâ England .	..	977	..	489
Grand Total ..	98	19,450	78	13,023

Of which 98 vessels there were 68 Hamburg, (of which 19 were steamers), 6 Oldenburg, 1 Hanoverian, 1 Mecklenburg, 1 Bremen, 2 American, 2 Danish, and 2 Dutch.

As yet no measures have been adopted by the Government of Hamburg and Bremen to remedy the defective manner in which emigration is conducted by German ship owners, notwithstanding that the existence of the evils complained of is admitted by those Governments; and though they have promised to pass a law, better to control the system of emigration from the Hanseatic ports.

The Treaty of Commerce concluded between Great Britain and France has caused great satisfaction to the mercantile community of Hamburg. As free-traders, they consider this Treaty as a step in the right direction, and as one that must lead to great and beneficial results, not alone to the two concluding parties, but for the development of trade in general; and they express a hope that ere long a similar Treaty will be concluded between France and the Zollverein; and that a reform of the navigation laws may also be taken into consideration by the French Government.

The reductions which, in consequence of the French treaty, have been made in the British tariff, are fully appreciated; and in many articles, the duty on which has been reduced or abolished, a large and regular trade is expected to be established between Hamburg and Great Britain. Amongst such articles, German spirits are particularly mentioned. Owing to better machinery, and the aid of chemical processes used in distilling spirits gained from potatoes, corn, and turnips, German spirits are now made of as strong, and as good a quality as those gained from grapes, sugar, and rice; and on account of the lower prices of the raw materials, the German spirit-manufacturer can undersell all others.

German spirits, which in former years were only an article of consumption amongst the lower classes of Hamburg, have now become an article of export to a considerable amount. In 1848, the quantities of German spirits brought into Hamburg amounted to 368,200 banco marks (27,600*l.*), in 1857, to 6,289,260 banco marks (471,500). An increase, being 11 times more, has therefore taken place in 10 years; and though the amount of the spirits exported cannot be ascertained, as since the abolition of the export-duty in 1856 no statistics of the Hamburg exports are given, there is no doubt that the far greater portion of this largely increased quantity is destined for foreign ports.

It is a curious fact, stated already in former reports, that the trade in German spirits is liable to the excise-duties at Hamburg, while the trade in French and Spanish spirits is not interfered with, the excise-duties on these latter articles being paid by the consumer; and notwithstanding the repeated remonstrances of the Prussian Government (Prussia being the chief manufacturer of German spirits), the unjustifiable discrepancy still exists. In consequence of the expectation, that since the reduction of the English duty, a larger quantity of German spirits will be exported to Great Britain, the Hamburg spirit merchants and manufacturers have again brought forward the question as to the preference so given to French and Spanish spirits, with a view to obtain the alteration of the law in this respect. As regards the British Government, it is apparent that they might require the abolition of the differential charge, as in conformity with existing treaties, Great Britain ought in every respect to be put on the footing of the most favoured nation.

A paper, of which a copy in a condensed form is herewith enclosed, has been lately prepared by the Statistical Department, showing the effects of the policy of free-trade at Hamburg, which, as far as relates to general trade, is carried out to its full extent. It will be perceived from this paper, that the practical results of the policy of free-trade at Hamburg have been in accordance with the experience of all States by whom that policy has been adopted, namely,—that reduction of duties has always been followed by the great increase of trade, compensating for the smaller duties levied through the greater number of commercial dealings. Still, with these advantages so apparent, it is generally regretted by the Hamburg mercantile community, and the Senate, from ill-grounded fears of a diminution of revenue persist, in upholding the burdensome excise-duties and the monopolies of the guilds. The excise-duties, and the toll paid by every person and carriage passing through the Hamburg gates after sunset, must be considered quite apart from the Hamburg system of free-trade, applied to wholesale commercial transactions, as a separate set of duties imposed on the retail trade of the city in general, and as establishing a barrier to the extension of the wholesale trade in many articles of consumption, now subjected to the excise and the monopoly of the guilds.

ACCOUNT of the Number of Vessels, with the Amount of their Tonnage (including their repeated Voyages), that Entered Inwards at the Port of Hamburg during each Year from 1815 to 1859 respectively.

Years.	Number of Ships.	Tonnage.	Years.	Number of Ships.	Tonnage.	Years.	Number of Ships.	Tonnage.	Years.	Number of Ships.	Tonnage.
1815 ..	2,003	193,188	1827 ..	2,327	259,203	1838 ..	2,700	378,372	1849 ..	3,459	564,282
1816 ..	2,230	227,994	1828 ..	2,517	265,926	1839 ..	2,939	413,298	1850 ..	4,984	730,596
1817 ..	2,243	227,727	1829 ..	2,393	276,309	1840 ..	2,937	44 ,863	1851 ..	4,169	744,537
1818 ..	2,276	231,810	1830 ..	2,777	335,697	1841 ..	3,194	495,738	1852 ..	4,440	841,695
1819 ..	1,965	214,281	1831 ..	2,347	297,924	1842 ..	3,330	520,764	1853 ..	4,174	743,493
1820 ..	2,227	236,673	1832 ..	2,763	326,295	1843 ..	3,538	533,949	1854 ..	4,896	904,104
1821 ..	2,008	214,755	1833 ..	2,734	309,159	1844 ..	3,260	484,302	1855 ..	4,593	927,006
1822 ..	1,878	214,149	1834 ..	2,520	303,684	1845 ..	3,990	584,424	1856 ..	5,201	1,172,724
1823 ..	1,995	234,612	1835 ..	2,530	314,358	1846 ..	3,779	558,063	1857 ..	5,067	1,240,499
1824 ..	2,144	247,311	1836 ..	2,497	351,314	1847 ..	4,178	631,890	1858 ..	4,364	1,104,660
1825 ..	2,432	268,467	1837 ..	2,301	349,506	1848 ..	3,304	593,634	1859 ..	4,554	1,131,069
1826 ..	2,369	265,095									

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* Under contract with the British Colonial Government for settlers in the neighbourhood of the German Military Colony.

Statement of the Amount of Duties received at Hamburg, and the Amount of the Value of Goods subject to Duty, free of Duty, and in Transit, imported into Hamburg during each of the forty-five Years, 1815 to 1859 respectively, and showing the different alterations that have been made in those Years in the Rates of the Hamburg Duties and Ship Dues.

Years.	Amount of Duties received.		Value of Goods subject to Duty.		Value of Goods free of Duty.		Value of Goods in Transit.		Total Value of Goods Imported.	
	Marks banco.	£*	Marks banco.	£†	Marks banco.	£	Marks banco.	£	Marks banco.	£
1815 (*a*)	1,296,587	77,800	70,595,575	5,294,670						
1816	1,242,546	74,550	67,671,975	5,075,400						
1817	1,366,617	82,000	73,632,880	5,522,470						
1817	1,466,223	87,970	80,121,612	6,009,120						
1819	1,167,979	70,080	63,166,595	4,737,490						
1820	1,321,429	79,285	71,605,265	5,370,400						
1821	1,258,906	75,535	67,603,670	5,070,280						
1822	1,067,986	64,080	59,393,987	4,454,550						
1823	1,195,921	71,760	66,360,720	4,977,050						
1824 (*b*)	961,248	57,670	66,366,662	4,977,500						
1825	1,113,801	66,830	79,984,162	5,998,810						
1826	919,283	55,160	64,965,912	4,877,400						
1827	1,077,151	64,630	74,258,910	5,569,420						
1828	1,047,436	62,845	74,073,770	5,555,530						
1829	869,509	52,170	62,254,332	4,669,080						
1830 (*c*)	566,098	33,990	77,140,262	5,785,520	... ...	... ...	... Not	ascertained.	... ...	... ...
1831	543,990	32,640	73,499,075	5,512,430						
1832	624,102	37,445	85,018,050	6,376,350						
1833	589,364	35,365	81,351,075	6,101,330						
1834	625,473	37,530	86,611,925	6,495,890						
1835 (*d*)	628,068	37,685	86,312,775	6,493,460						
1836	693,529	41,610	94,925,487	7,119,410						
1837	659,455	39,570	87,420,587	6,556,540						
1838	711,547	42,690	93,609,187	7,020,690						
1839	727,068	43,625	95,037,775	7,127,830						
1840 (*e*)	787,274	47,240	102,333,737	7,675,030						
1841	787,043	47,220	102,663,987	7,699,800						
1842 (*f*)	807,598	48,455	94,210,757	7,065,810						
1843	924,076	55,445	98,910,130	7,418,260						
1844	900,107	54,005	98,925,500	7,419,410						
1845 (*g*)	995,180	59,710	111,226,770	8,342,010	91,011,810	6,825,890	89,642,810	6,723,210	291,881,390	21,891,110
1846	968,807	58,130	106,897,300	8,017,300	95,566,290	7,167,970	79,202,140	5,940,160	281,665,730	21,124,930
1847	1,009,915	60,595	114,129,520	8,559,710	96,805,455	7,260,400	90,805,795	6,810,440	301,740,770	22,630,550
1848	770,952	46,260	84,688,790	6,351,660	98,730,910	7,404,820	61,722,250	4,629,170	245,141,950	18,385,650
1849	864,169	51,850	100,008,930	7,500,670	121,803,230	9,135,240	72,014,480	5,401,090	293,826,640	22,037,000
1850	1,028,718	61,920	116,070,270	8,705,270	127,012,690	9,525,950	110,053,110	8,253,980	353,136,070	26,485,200
1851	1,096,650	65,795	125,041,370	9,378,100	121,407,840	9,105,590	126,828,730	9,512,160	373,277,940	27,995,350
1852 (*h*)	984,692	59,080	124,682,850	9,351,210	128,195,330	9,614,650	139,150,640	10,436,300	392,028,820	29,402,160
1853	1,032,905	61,975	134,028,790	10,052,160	154,696,540	11,602,240	155,154,200	11,636,570	443,879,530	33,290,970
1854	1,140,586	68,435	146,927,520	11,019,560	197,382,720	14,803,710	186,357,790	13,976,830	530,668,030	39,800,100
1855	1,229,485	73,770	158,288,060	11,871,600	182,679,520	13,700,960	187,590,610	14,069,300	528,558,190	39,641,860
1856	1,386,390	83,185	183,327,230	13,749,540	255,568,200	19,167,620	215,976,650	16,198,250	654,872,080	49,115,410
1857 (*i*)	1,287,949	76,735	196,692,000	14,751,900	296,971,120	22,272,830	195,186,180	14,638,970	688,849,300	51,683,700
1858	836,970	50,220	129,710,810	9,728,300	223,277,930	16,745,850	149,218,260	11,191,370	502,206,800	37,685,520
1859	1,020,568	61,235	158,832,010	11,912,400	... ...	... ...	... ...	... ...	... ...	... ...

* Exchange 16 marks (10⅔) per £ sterling.

† Exchange 13⅓ marks per £ sterling.

(*a*) Until the year 1824 the rate of import and export duty was 1½ per cent. currency or banco (1½ on 125) on all goods arriving from, or leaving for places beyond sea; and ½ per cent. currency or banco (½ on 125) on all goods coming or leaving by land. Exempt from duty were only copper, corn, linen, rags, bullion, and goods manufactured in Hamburg.

(*b*) The export duty of 1½ and ½ per cent. was reduced to the uniform rate of ⅛ per cent. currency or banco (⅛ on 125), and the ship dues for vessels up to 60 tons were lowered from 12 and 8 shillings per last (4*d.* to 2⅔*d.* per ton), to 4 shillings per last (1⅓*d.* per ton).

(*c*) The import duty of 1½ per cent. on goods arriving from places beyond sea was reduced to ½ per cent. currency or banco (½ on 125). The import and export duty on cotton yarn, wool, and zinc was abolished, and the import duty on oranges reduced from 6 and 12 shillings (6*d.* and 12*d.*) to 2 and 4 shillings (2*d.* and 4*d.*) per chest.

(*d*) The import and export duty on oil-cakes, rapeseed, bones, and bark was abolished.

(*e*) In consequence of some concessions granted to Hamburg by the Zollverein, the import duty on peas, beans, flour, sulphur, coals, &c., was abolished, and the ship dues on river boats considerably reduced.

(*f*) In order to meet the great outlay for rebuilding that part of the town which had been destroyed by the great fire of 1842, the rate of the import and export duty was raised 25 per cent., that is to say, from ½ on 125 to ½ on 100, and from ⅛ on 125 to ⅛ on 100; and the ship dues on river boats were raised 100 per cent; and the different articles declared free of import duty in 1840, with the exception of coals, which were again subjected to the import and export duty.

(*g*) The ship dues on vessels arriving from European ports were reduced one-third, and the dues on vessels up to 120 tons were lowered from 8 to 4 shillings per last (2⅔*d.* to 1⅓*d.* per ton).

(*h*) The ship dues, varying from 3 marks to 8 shillings per last (14*d.* to 2⅔*d.* per ton), were lowered to the uniform rates of 8 and 4 shillings per last (2⅔*d.* to 1⅓*d.* per ton).

(*i*) The export duty and the ship dues on river boats were totally abolished. Exempt from import duty were—cotton wool, woollen and half-woollen, yarns, flax, and some minor articles; and goods in transit were permitted to remain at Hamburg for nine months, and after that time to be prolongedh for three, and three months further on the payment of ⅛ per cent. and ⅛ per cent. duty.

It has been stated in former reports, that the citizens had for a long time been endeavouring to obtain the entire removal of these obnoxious restrictions, but hitherto without success, as the opposition of the Senate and the privileges of the guilds have been too powerful in favour of these abuses.

However, as one of the first measures adopted by the new representative Bürgerschaft, was the appointment of a committee to inquire as to the best means to free trade from these obstructions, and to find substitutes for the loss of revenue that must ensue, it is to be hoped, that ere long the local trade, wholesale and retail, will derive the same benefits from free-trade as are already now possessed by the general commerce of Hamburg, and the prosperity of this State be thereby materially increased.

LUBECK.

Report by Mr. Paton, British Vice-Consul at Lubeck, on the Trade, &c., of that Port during the year 1859.

In the first part of this report I entered at large into the topics of the population, the port, the communications, and the British trade and navigation. The trade of Lubeck with other countries than Great Britain not being so important to us, will be dealt summarily with, and not made more circumstantial than may be necessary to include all that is interesting. As already noted, the projection of Denmark and the vicinity of Hamburg preclude Lubeck from any active share in the trans-oceanic trade upon which Bremen and other ports of the western sea-board of continental Europe flourish; but her Baltic trade is very considerable.

Her Russian trade is the most important, ranging from the value of 600,000*l.* to 1,000,000*l.* per annum, the imports in 1857 having been 993,119*l.* The great contest for this trade is with Stettin, No doubt that Lubeck lies well for the supply of Russian articles for North-Western Germany, and is on the right line from St. Petersburg to the manufacturing districts of Rhine-Prussia; but Stettin seems to be exclusively used for a large number of important articles needed from Russia by the Saxon, Bohemian, and Silesian manufactories. It would appear, that in this rivalry for the service of Germany, the superiority of Stettin is becoming more and more decided, as is proved by two large steamers of the Petersburg-Lubeck Company having been recently transferred to the line between Stettin and St. Petersburg, which would not have been the case had the parity been close, as a considerable portion of the shares are held by Lubeckers.

As a general rule, we find that the year 1855, being one of war, when there was a blockade of the Russian ports, the imports from Russia were necessarily limited to less than a tenth of those of the peace years. We find, that in 1857 most of the articles were imported in larger quantities, and that 1858 and 1859 show a considerable falling off. In the present year (1860) trade is in geneal prosperous, and imports are expected to exceed those of the previous two years. We shall now proceed to describe the principal articles in detail.

PRINCIPAL Imports of Russia and Finland.

Articles.		1855.	1856.	1857.	1858.	1859.
Chemicals	*Lubeck lbs.	3,400	235,391	399,208	162,581	243,001
Bristles	„	Not given	545,789	510,144	539,990	500,617
Hemp	„	292,562	1,421,593	2,160,086	2,149,030	3,349,291
Copper	„	65,413	1,216,893	617,724	48,555	615,516
Manufactures	„	9,184	544,291	388,561	259,629	551,827
Hemp Oil	„	434,026	625,789	3,713,308	1,693,762	258,053
Linseed	„	1,069,800	3,186,400	3,172,400	3,515,200	4,544,800
Potash	„	404,598	1,235,273	2,913,628	1,789,469	2,427,408
Spirits	casks	10,557	98,721	1,461	29,611	153,271
Tobacco	Lubeck lbs.	Not given	1,572,061	2,814,266	134,895	129,053
Tallow	„	384,001	2,567,286	2,906,424	1,353,858	1,836,800
Stearine	„	3,131	67,215	91,803	64,749	51,367
Tow	„	Not given	86,037	131,334	16,650	18,995
Ropes	„	28,455	1,914,949	1,263,795	926,451	2,533,940
Tar	barrels	4,914½	20,955	20,031	20,352	20,688½
Timber	pieces	225	1,026	3,543	28,400	6,440
Flax	Lubeck lbs.	50,514	19,792	153,673	144,587	506,632
Wool	„	Not given	20,263	295,610	157.429	134,929
Leather	„	Not given	31,781	86,062	44,587	44,825
Butter	„	2,722	410,090	1,174,888	601,555	201,864
Total value	marks current	1,069,237	9,902,413	16,386,470	14,050,944	12,658,800
Total value	£ sterling	64,803 5 7	600,146 4 11	993,119 8 4	851,572 7 5	767,200 0 0

Chemicals and drugs follow the rule already laid down, being almost null during the war, rising to a climax in 1857, falling down in 1858, and, in 1859, marking a decided tendency to elevation. Many indispensable medicines are largely supplied to North-Western Germany, through Lubeck, from Russia, such as rhubarb; from the interior of Asia, semen cinæ, or anti-worm powder, lycopodium, used for pills and skin wounds, isinglass; from the Don, Wolga, and Caspian, liquorice wood, insect powder, aluminium, cantharides, &c., &c.

Bristles are mostly sent to America, *vid* Hamburg, and a certain portion is used for the various local wants of North-Western Germany. For, with regard to Prussia, Stettin has the advantage. The import of this article has been characterized by very little variation during four peace years, and may be seen by a reference to our Table.

Hemp, a large and important object of Russian trade, shows a steady rise, last year being the highest point attained. This is also to be explained by the American demand, notwithstanding its bulky nature. Flax shows a rapid increase, arising from the prosperity of the linen manufactures of Bielefeld, in Rhine-Prussia. The rope manufactures from Russia go nearly all to Hamburg, and are largely re-exported to the Brazils and the West Indies. In connection with this portion of our subject we may add, that sail cloth, which comes under the head of manufactures, is much used in Lubeck.

Hemp-seed oil has been largely imported, in 1857, to the amount of nearly 4,000.000 lbs.; but last year the import was very trifling, and this year I am informed also that little will be imported. The reason of this is, the deficiency in the Russian production of it during the last two years, it being used by the peasantry for cooking during the long fasts of the Greek Church, and therefore not sent abroad.

Linseed, of a very fine quality, is grown on the Dwina, and in the South, and is imported from Riga and Libau. Much of it has latterly gone to Hanover and Brunswick for sowing. The import of this article is very large, having amounted last year to between 4,000,000 lbs. and 5,000,000 lbs.

Potash has also a sufficiently large import to be separated from chemicals. From Finland itself the actual imports are somewhat diminished, because the woods are now spared. Potash is not re-exported from Lubeck, and is mostly taken for account of the German soap manufactories. Tallow, as a matter of course, goes in considerable quantities to the same destination. The import of both these articles is steadily recovering from the crisis at the end of 1857.

Tar is one of the largest and one of the most important imports from Russia, and comes almost exclusively from the Finnish ports, such as Tornea, Uleaborg, and Sweaborg; the imports during the four peace years having steadily kept to 20.000 barrels, or thereabouts. It has risen greatly in price during the last two years, partly in consequence of the armaments of England, France, and other powers; and the high price of tar has acted inconveniently for those who make pitch, as it is calculated that three tons of tar are requisite to make two tons of pitch.

The timber imported consists chiefly of spars, and masts of pine, and fir.

The imports of tar and timber are not on commission, but belong to the trade proper of Lubeck houses trading with their own capital.

Tobacco, given in the Tables, is largely made up of paper cigars, which are a steadily increasing object of export from St. Petersburg, where they are manufactured.

The wool trade is not considerable. It is all transit, being assorted in Moscow, and sent mostly to Verviers, in Belgium, as well as to Rhine-Prussia.

Stearin candles come exclusively from the manufactories of St. Petersburg. A portion is re-exported to Denmark.

Butter comes from Siberia, *vid* St. Petersburg. This has already been melted, like that of the Levant, and salted; but is used only for cooking. But, altogether, this butter is of an inferior quality, and not improved by the long carriage on the Wolga, and the Twer canal. Finland butter is of a much better quality, and is much used here in adulterating or mixing with Mecklenburg or Holstein butter, and much of it is sold as such. The Finland butter is essentially fat and good, but it is not carefully prepared like the Holstein butter. It is the odds and ends of unsold butter in Finland that is all mixed up together, so that there are butters of different colours visible in the same cask; and there is one house in Hamburg that particularly applies itself to a remixing of Finland butter, so as to get a higher price by an apparent homogeneity. There was necessarily very little imported during the war, but in 1857, nearly 112,000 lbs. were imported. It will be seen, by the comparative Table of imports from Russia and Finland, that last year the importations scarcely exceeded 200,000 lbs., and this year, from what I can learn, the import is equally trifling. The reason of this is the dearness of butter in Sweden, whither it is sent in preference.

The return cargoes are Rhine, Prussian, and English manufactures, and wine to Finland; but the quantities, as already stated, are not registered. Lubeck, from its excellent cellarage, is well suited to be a wine depôt; and although, as I hear, wines are not drugged here, yet they are mixed with very great skill, so as to suit the Finland palate. It is all called Bordeaux wine; but, in reality, of the 10.000 barriques a-yeai of red wine imported from France, 4,000 come from Cette. These being mixed with the light Bordeaux, the result is a composite wine, superior to either in its separate state, being less strong and harsh than Cette, and less acidulated than the secondary Bordeaux. I may add, that commercial relations with the Finns are described to me as generally satisfactory, as they are most punctual and honourable in their payments. Some delays occurred through the Crimean war, but the Finns made every exertion to fulfil their engagements in the sequel.

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* The Lubeck pound is 6 per cent. heavier than the pound avoirdupois.

In conclusion, I look upon the Russian and Finland trade as the sheet-anchor of Lubeck. A portion of the Swedish and Danish trade might possibly, at some future period, leave this port, because it is indirect, and founded on the adventitious circumstance of more capital being disposable in Lubeck and Hamburg than, generally speaking, in Denmark and Sweden. But, lying as Lubeck does, so conveniently for the introduction of the staple Russian products to this part of Germany, there seems to be almost the certainty of a great and gradual increase of this trade, when we consider, that communications in Russia, as they extend, will greatly enlarge the area for which St. Petersburg serves as a point of export; while, at this end of the Baltic, the direct railroad to Hamburg, which it is contemplated to extend to Bremen, will no doubt largely increase the traffic in the peculiar products of Russia, which Bremen now derives almost exclusively through the Sound.

For the most obvious geographical reasons, Lubeck has always had an extensive trade with Sweden; and this commerce, in its present state, has two chief elements: first, the large export of iron and timber from Sweden, for which Lubeck offers a most convenient market; secondly, as capital is not abundant in Sweden, it is Lubeck that supplies a considerable portion of the coast of Sweden with manufactures and sundries. The numerous petty merchants in the small towns who are not in a position to import whole cargoes, are served conveniently with smaller quantities by houses here, at longer credits, than they can procure elsewhere. This description of business cannot be done without considerable local knowledge, and frequent and easy communication with the ports on the coast of Sweden. Hence a source of income to Lubeck, which her skill and capital have enabled her to appropriate to herself, out of not only German, but English and French manufactures and products; and I may add, that a knowledge of the Swedish language, which is also spoken in Finland, is very general in the mercantile houses of this city.

From the liberal and even luxurious habits of the Swedes, they are generally short of capital, notwithstanding the great resources of their country; and hence their habit of taking very long credits, goods being sold at nine and twelve months' credit, but a longer term is often taken. I may also add, that the capitalists of this part of Germany have large sums lent out on mortgage in Sweden; but there is scarcely an instance of Swedish capital lent out in Germany. A large number of Swedish houses fell in the crash of 1857, and the trade is now considered to be on a satisfactory footing.

Gottenburg is no doubt rising rapidly, from its convenient situation for trade with Great Britain and the West; but the capital possessed by Lubeck is, proportionally to the amount of business done, said to be much larger; and, moreover, Lubeck is more favourably situated as a depôt for all the eastern coast of Sweden, for the trade from this port extends to the very top of the Gulf of Bothnia.

PRINCIPAL Imports of Sweden.

Articles.		1855.	1856.	1857.	1858.	1859.
Tin (sheet)	Lubeck lbs.	251,460	143,080	284,289	144,356	150,670
Butter	,,	42,632	22,048	7,215	124,054	11,365
Specie	.. marks	Not given	7,139,200*	10,068,871†	209 440†	3,674,080†
Iron (bar and plates) ..	Lubeck lbs.	5,370,663	8,117,573	7,549,931	5,510 294	6,583,665
Hides	,,	14,184	99,987	411,575	40,693	65,890
Timber	pieces	42,594	43,066	13,084	60,390	97,013
Deals	.. dozen	55,240	44,626	70,944	47,302	26,786
Copper..	Lubeck lbs.	1,753,647	1,196,570	1,962,375	1,805,259	2,158,938
Rags	,,	69,550	55,702	51,561	36,089	125,112
Steel	,,	287,363	513,399	821,205	1,024,415	1,335,400
Tar	barrels	39,667	5,537	1,382½	1,925	2,113
Lime	lasts	1,475	1,274	1,660	1,922	2,084
	casks	2	..	..	..	..
	Lubeck lbs.	..	..	..	..	335
Total value	. marks current	5,122,979	12,300,453	14,249,883	3,344,045	7,503,725
Total value ..	£ sterling	310,483. 12 0	745,480 0 0	863,629 5 10	202,669 8 4	454,771 4 8

The staple trade is, of course, the import of iron, which comes from Stockholm and Norköping generally in steamers, and sometimes as ballast in sailing vessels. The merchants here contract with the Swedish iron masters to take the whole of their production for a year at a fixed rate. This rate depends very much on the prices of iron in England. The iron goes from here to Mecklenburg, Hanover, and Prussia; and the sale in the last-mentioned country depends very much upon the greater or smaller productiveness of the Silesian blast-furnaces. On the other hand, much German steel goes from Rhine-Prussia to Sweden, and competes with the English steel. One would suppose, that all the Swedish iron that America wanted would, on account of its being a heavy article, go direct from Sweden; but such is not the case, as Hamburg frequently exports Swedish iron imported by Lubeck. By referring to the annexed Table, it will be seen that 1856 was the year of the highest import, being above 8,000,000 lbs. It is presumed that the imports of 1860 will exceed that of 1859. On the other hand, the import of copper was, last year, larger than that of any of the previous four years.

Timber of every description comes in large quantities from Kalmar, Westerwick, and Mem (Söderköping), and the island of Gothland; but the dimensions of the deals and pieces are not so large as those from the more northerly ports, such as Skellefted, Hernosand. Sundswall, and Gefle One of the reasons of the increased import of the smaller timber from Kalmar and Westerwick is the diminution of the exportable quantities from the more northerly harbours. The Swedish Consul here tells me, that the shippers of wood prefer the port of Lubeck to those of Rostock and Wismar; but complain, that on account of the trade here being in very few and wealthy hands, so as to constitute a limited market sphere, they are obliged to content themselves with very low prices. Under these circumstances, it is not surprising that the principal houses are reputed to make large gains.

* Marks banco.

† Marks current.

One of the principal imports from Sweden is lime, from the island of Gothland, of excellent quality, with which, for upwards of centuries, the building of Lubeck has been done.

With regard to exports (the quantities of which are not known), we may say that they are chiefly German manufactures, spirits, particularly rum and cognac. Wines, particularly Madeira and ports, and English manufactures are re-exported. One of the causes of the increase of the import of stoneware from England to Lubeck is, that there was formerly a high protective duty on it in Sweden. Through the agency of Lubeck houses, clay for stoneware used to be sent to Sweden; but since the reduction of the duty, the re-export of English stoneware has commenced, and promises to be considerable. As the Swedes have a considerable taste for luxury, a number of the so-called "Articles de Paris," which come here by railway from Hamburg, go to Sweden under similar conditions.

The admirable situation of Denmark, not only for the Baltic trade, but for that of the countries outside the Cattegat, must strike the most superficial; and one would suppose, that possessing relatively to her superficies so large a line of coast, and consequently a maritime population, she would not require the aid of Lubeck. Such, however, is the case; for considerable re-exports of Russian produce, such as potash, hemp, flax, tar, and pitch are constantly made from Lubeck to the Danish ports, so as to compete with the direct Russian importations *viâ* Copenhagen.

On the other hand, the imports from Denmark to Lubeck are far from being so considerable as they were. One of the chief causes being the existence of the Kiel and Hamburg Railroad, which gives the go-by to Lubeck.

The agricultural classes in Denmark have, relatively to the population, far more accumulated capital than the corresponding classes in Sweden, hence there is no necessity for the same sort of business as that which Lubeck does with Sweden. But in no country was the crash of 1857 more severely felt than in Denmark. The large blank credits which many Danish houses had previous to that fatal year, were employed in building, and other speculations foreign to commerce; and it was chiefly through the fall of unsolid Danish houses that had been suddenly called into existence by these lax Hamburg credits, that Lubeck felt the effects of this notable crisis. The trade is greatly diminished, and it is now carried on with Danish houses, whose ample means enabled them successfully to withstand the shock. Another cause of the diminution of the trade, which I may remark, affects Kiel just as much as Lubeck, is the apparently insecure and provisional state of the political arrangements relative to the Duchies. Without entering into this question to a greater extent than may be necessary to subserve the purpose of a commercial report, I may state that the mutual exasperation of the populations, and the apprehension that a renewal of the Schleswig-Holstein question would inevitably follow any derangement of the pacific relations hitherto existing between France and Germany, have, for the last two years, had a very great influence in limiting commercial activity to the most obvious necessities. In illustration of this statement it will be seen, by reference to the annexed Table, that during the last five years there has been a regularly progressive diminution of imports from Denmark, to little more than the half of what it was in the first year. While the Danish credits in Lubeck books have been kept at the lowest possible point, from fear of any crisis interfering with their liquidation, the Copenhagen houses have been gradually and successfully competing with those of Lubeck in the supply of the wants of the small dealers in the provincial towns of Denmark.

PRINCIPAL Imports of Denmark.

Articles.		1855.	1856.	1857.	1858.	1859.
Butter	Lubeck lbs.	77,515	73,281	57,096	53,361	41,828
Cheese	"	14,520	33,479	26,514	58,607	19,948
Hides and Skins ..	"	108,521	102,634	34,237	79,118	267,534
Leather	"	7,566	5,003	22,854	21,606	24,184
Rags	"	204	1,929	15,107	39,905	60,830
Paper	"	1,054	2,460	3,219	5,119	5,499
Soap	"	61,046	67,486	47,365	49,367	30,210
Bricks	.. ..	222,625	228,000	28,800	232,300	281,900
Train Oil	casks	23	..	..	..	..
	lbs.	..	75,547	13,849	74,760	24,080
Salted Fish	casks	6	87	56	..	370
	lbs.	8,404	8,156	1,075	13,422	7,824
Total value	. marks current	1,315,349	1,194,448	908,857	781,127	770,841
Total value ..	£ sterling	79,718 2 6	72,390 16 0	55,082 4 2	47,341 0 11	46,617 13 3

Butter is a considerable article of import, and in addition to that which comes in small craft from Jutland and the islands, there is a large land importation of Holstein butter, which is preferred to that of Mecklenburg. The price is settled by contract twice a year, and the prices of Hamburg regulate both those of butter and cheese, which comes by sea from Neustadt. I may add, that for some years back all the prime dairy produce goes to England, which no doubt may account for the steady diminution in the imports of butter. Cheese, on the contrary, showed in 1858 an import greatly beyond the average, owing to the droughts of the last three years in Germany, which do not appear to have affected the pastures of Denmark, lying as it does between the two seas.

The calf-hides and sheep-skins imported are all for Hamburg. Goat-skins from Iceland are prepared here for the Leipsic market, and, I am told, are purchased for sale in Austria and Turkey. This trade has chiefly sprung up since the abolition of the monopoly of the Iceland Company in 1852. Rein-deer hides also go to Leipsic *viâ* Lubeck, and come from Lapland *viâ* Copenhagen.

The rags that figure in the imports from Denmark are, in reality, of Swedish origin; for, in consequence of the export-duty on rags in Denmark, and the large scale on which paper is made, she cannot afford to export rags from her own territory. The paper imported from Denmark comes from Schoenen, and is for re-export to Sweden, being comprised in the manufactures which Lubeck re-distributes on the coast, in the manner already mentioned, under the head of Sweden.

The soap from Kiel is mostly soft, and is sold again by the Lubeck merchants at Oldesloe, Schwartau, and other places in Holstein.

Bricks come from Rendsburg and Flensburg, and are generally taken in as ballast.

Salted stock fish is imported from Copenhagen, and goes to Bavaria and the Rhine for consumption during Lent and other fasts of the Romish Church.

In conclusion, there is a peculiarity of the trade of Denmark with Lubeck which may be remarked. It is not a commission trade, like that of the chief Russian imports for Hamburg account, but is carried on by the proper capital, of Lubeck houses, such as nearly all the old trade of Lubeck used to be; and it is since the French occupation, from 1806 to 1813, that Lubeck fell into the subordinate position of a mercantile community working chiefly on commission, her capital having gradually disappeared under the pressure of internal exactions and external blockade.

Having concluded our observations on the trade of

Lubeck with England, Russia, Sweden, and Denmark, it does not seem requisite to go into diffuse detail on the trade with other countries, which is altogether subordinate, compared with that of the four countries above-mentioned, with the exception of French trade. As already above stated, the chief import is red wine from Cette and Bordeaux, for the Finland and Swedish markets, and Paris articles. All the wines come by sea, and are purchased with great judgment. Within the last twelve months, 20,000 barriques have been bought in France by Lubeck houses, and the half of them resold in France at a considerable profit, in consequence of the rise in the value of Bordeaux wines. The total of all imports of all articles from France have been, during the five years, the following:—

	Marks Current.		£	s.	d.
1855	255,010	=	15,455	7	1
1856	836,731		50,710	19	9
1857	571,465		34,634	4	11
1858	327,725		19,862	2	6
1859	1,412,561		85,639	13	5

The trade with Prussia by sea is inconsiderable. I have already adverted to the market which Rhine-Prussia offers for the raw products of Russia and Sweden, and the export of manufactures, *viâ* Lubeck, to the Baltic countries. The principal item of import by sea is beetroot sugar, from Konigsberg and Dantzig, for re-export to Finland—a curious instance of the circuitous routes which capital and connection compel goods to take, Dantzig and Konigsberg being both so much nearer to Finland than Lubeck.

Lubeck having a very limited agricultural territory, and being the market-town of Western Mecklenburg, there is an import of farm produce from this duchy, both by sea and land, for the use of the inhabitants and the shipping.

The trade with Holland and Belgium is insignificant; but should the Hamburg-Holland Railway be carried out, there is a possibility of a certain amount of Russian articles being conveyed, *viâ* Lubeck, to Holland; and also a prospect of a larger quantity of Belgian manufactures competing with those of England and Rhine-Prussia in this market.

Unlike Bremen and Hamburg, the Indian and American trade of Lubeck is nil.

In relation to steam navigation I have to remark, that within five years the increase has been so great as to exceed 80 per cent.; and I have no doubt, that in the course of a few years all the long-course navigation in the Baltic will be done by steam. Formerly, a great part of the carrying trade was in Swedish bottoms, on account of the cheapness of ship-materials, wages, and provisions in Sweden; but the Swedish sailing-vessels have gradually diminished their voyages to Lubeck, being cut out, not only by the increasing steam navigation, but by the fact that the Finns accept much lower freights, particularly those from Aland, where the peasantry have the art of building their own ships without the aid of a scientific shipwright, and man them with an amphibious population, who are brought up to both husbandry and seafaring. The following Table shows the increase of steam navigation, and the relation it bears to the navigation in general.

COMPARATIVE VIEW of the Navigation at the Port of Lubeck during the Years 1855–59.

Vessels, including Steamers.	ENTERED.									
	1855.		1856.		1857.		1858.		1859.	
	Ships.	Lasts.*	Ships.	Lasts.	Ships.	Lasts.	Ships.	Lasts.	Ships.	Lasts.
Lubeck	118	10,835	153	13,517	149	14,544	111	11,412	114	13,025
Belgium	..	..	..	..	1	483	..	..	..	..
Danish	337	10,222	265	4,849	243	5,944	251	5,756	252	6,038
English	11	1,023	7	692	6	288	4	306	13	1,049
French	..	..	6	313	1	57	2	108	4	299
Hamburgh	2	102	3	141	4	169	9	361	4	116
Hanoverian	17	454	30	1,043	23	924	13	379	19	647
Mecklenburg	52	5,297	59	5,873	74	6,986	45	4,395	57	6,033
Netherlands	37	1,607	37	2,028	37	2,156	25	1,309	12	575
Norwegian	8	583	12	728	8	666	1	31	5	235
Oldenburg	1	47	..	..	2	167	1	31	..	..
Prussian	37	1,710	26	1,251	64	2,061	27	1,718	32	1,607
Russian	..	..	160	10,521	161	11,907	173	13,967	205	1,6440
Swedish	352	23,386	320	23,707	329	27,317	278	26,406	339	33,022
Total	972	55,266	1,078	64,663	1,132	75,697	940	66,179	1,056	79,086

COMPARATIVE VIEW of the Steam Navigation at the Port of Lubeck during the Years 1855–59.

	ENTERED.									
	1855.		1856.		1857.		1858.		1859.	
	Steamers	Lasts.	Steamers	Lasts.	Steamers	Lasts.	Steamers	Lasts.	Steamers	Lasts.
St. Petersburg	..	..	34	4,453	53	7,301	41	5,305	43	6,651
Reval and Narva	..	..	3	346	..	..	..	..	1	108
Riga	..	..	16	1,395	27	2,718	29	3,009	30	3,075
Stockholm, Calmar, Ystad ..	44	6,525	37	5,702	41	6,188	48	8,998	44	9,666
Norrköping, Stockholm, &c. ..	26	3,674	34	4,534	31	4,285	26	3,706	39	5,664
Sölvetsborg, Carlshamm, &c. ..	..	..	8	360	13	585	5	881	27	3,004
Copenhagen, Malmö	35	1,820	37	1,988	27	1,725	24	1,950	40	3,250
Copenhagen, Gothenburg ..	3	257	36	2,987	35	2,814	32	2,553	33	2,756
Copenhagen	37	4,138	..	..	..	..	1	148	..	..
Helsingfors	..	..	3	348	..	..	8	1,160	10	1,450
Wiborg	..	..	3	464	5	774	2	309	4	619
Stettin	..	..	1	116	1	135	..	..	2	206
Memel	18	1,565	..	..	..	..	..	..	..	..
Stockholm	..	..	..	..	5	372	2	223	1	319
Nörrkoping	..	..	..	..	2	146	1	247	..	..
Westerwick	..	..	..	..	5	406	1	81	..	..
Söderkoping	..	..	..	..	2	103	..	..	..	..
Gefle	..	..	..	..	2	173	4	265	..	..
Malmö	..	..	..	..	1	65	..	..	1	105
Königsberg	19	2,565	..	..	..	..	..	..	..	..
Various Ports	..	..	..	..	5	524	4	516	2	427
Total	182	20,544	212	22,693	255	28,314	228	29,315	278	37,300

* Of 4,120 Lubeck pounds.

In concluding these observations, I beg leave to add a few words on the subject of the reforms projected or in progress.

In the first part of this report, I alluded to the agitation for depriving the Administrative Senate of all its judicial functions. Various efforts have been made during this present year to carry through this measure, but without success. My own impression is, after much inquiry, that in so small a state as Lubeck this change is not particularly desirable; far more so would it be to cleanse the Augean stable of the guild-system, which is in evil repute, not only with the enlightened men of Lubeck, but in other parts of Germany; and my intelligent Dutch colleague has drawn my attention to a number of the 'Bremer Handels Blatt,' in which the subject is treated by a correspondent of that journal with practical ability. He draws attention to the fact, that all free competition is completely precluded by these close incorporations; and a whole category of law-suits has risen out of the difficulty of a delimitation in the case of trades related to each other. The eight old Merchant Companies have been, since 1853, fused into one, which has inherited the exclusive power of granting the privilege to trade. The permission to brew beer belongs only to certain houses, and they can only brew in turn, and must wait until the others have got rid of their beer; and so on, through all the trades, who jealously guard their monopoly. According to this evidently well-informed writer, Travemünde, at the mouth of the river, was always kept in a state of illiberal subordination to Lubeck, from fear lest it should grow up to be a rival place of trade, which might partly supersede Lubeck. These fears have disappeared since the deepening of the Trave; but many persons maintain, that the active corn trade of Wismar and Rostock, in the Grand Duchy of Mecklenburg, has risen to its present flourishing condition chiefly in consequence of Lubeck having refused to allow granaries to be erected in Travemünde.

There is one reform, however, agitated for many years, which will come into operation on the 1st January, 1861—the adoption of a uniform decimal system of weights, based upon the principle, that the Lubeck pound will be equal to 500 grammes, or half a kilogramme French decimal weight. This measure does not affect the coinage, 16 schillings remaining equal to 1 mark, and 2½ marks equal to 1 Prussian dollar.

I trust at no distant period exports will be at least recorded, although not subject to any duty. Until this be done it will always be difficult to arrive at a clear conception of what is the real trade of Lubeck, and the establishment of the clear distinction between what is imported for local consumption, and what is re-exported to those Baltic countries to which Lubeck serves as a warehousing depôt.

Report by Mr. Paton, British Vice-Consul at Lubeck, on the trade of that City during the year 1860.

The year 1860 has been marked by a general revival of trade, and the results of the crisis of 1857 have ceased to be apparent; as they still were in 1859, manifesting themselves in a great difficulty of getting payments in Sweden and Finland, and, consequently, directly affecting this place of trade many months after the general credit had been repaired throughout Northern Germany.

In my general report, I remarked that the Russian and Finland trade was the chief one in Lubeck, for the most obvious geographical reasons. This year there has been a cessation of purchases barely adjusted to immediate and pressing demand. For speculation has recommenced, particularly in tallow and hemp-seed oil. But as yet, these adventures have not been crowned with much success, as the rise of prices has not been maintained, and in the case of hemp-seed oil, substitutes have been sought for, for the uses to which it is applied. On the other hand, exportation to Russia, which, under a sound monetary system in that empire, would have been very profitable, has been burdened by a heavy indirect tax, in the shape of the still continuing high *agio* on metal coin, arising from the enormous disproportion between the real revenue, and the liabilities of that debt-encumbered empire. This is to be regretted, for during the autumn the imports into Russia must have been very large, the steamers from this port having been overloaded with goods, without satisfying the demand for transport; and the transfer of the two steamers from the Lubeck-Petersburg to the Stettin-Petersburg-Line, arising from impatience at the slow recovery from the crisis of 1857, has been considered an error in judgment on the part of the otherwise intelligent manager of the company.

In the brokers' reports and circulars, this is mentioned as the year of the largest importations of timber from Finland and Sweden. Large quantities were sent to Hanover and Bremen, and it cannot be doubted that if such is the case with a bulky article under present circumstances, the import must greatly increase on the completion of the direct lines.

In my general report I pointed out the great rise in the price and scarcity of hemp-seed oil in Russia. The result has been, that linseed oil has also risen in price, and the small stock of hemp-seed oil in this place at the beginning of 1860 has been sold off, and not yet replaced by importation from Russia.

The imports of Russian tallow have not been so large in 1860 as in any of the three previous years; but I anticipate a large importation in 1861, because a stock of between 12 and 1,300 barrels with which we began in 1860, has been reduced to not more than 60 barrels.

There has been, consequently, a rise in price of 17½ per cent. during the year in this article.

The rise in the price of tar has been enormous, amounting to no less than 40 per cent., between the first and last arrivals from Finland. The rise in pitch has not at all been proportionate, in consequence of large imports from Uleaborg and Brahestad.

Of Finland butter, the brokers announce 80,000 lbs. imports, the previous stock having been only 30,000 lbs.; the present stock is 70,000 lbs. A portion of the recent sales has been for Stockholm, which is so much nearer Finland than Lubeck, which is to be attributed partly to the moderate freight to, and rapid communication with, Stockholm, partly to a rise in price in Finland, and to the continued dearness of butter in Sweden.

The Riga linseed of 1859 was mostly expedited in January 1860, in transit, although some small quantities were sold in Lubeck. A fall of 10 per cent. having thereafter taken place, orders came in from places that usually supply themselves at Stettin. The price rose again, and in May the stock of the growth of 1859 disappeared. Nearly a fourth of the growth of 1860 is now frozen in at Travemünde, and the number of ships now held fast at the mouth of the river is not sufficiently large to cover the expense of cutting a channel.

Imports from Great Britain are on the increase, the precise extent of which will be shown by the trade returns, which I shall have the honour of transmitting immediately after the publication of the reports of the Satistical Bureau. It is, moreover, satisfactory to learn that a direct line of screw-steamers will be laid on between Hull and Lubeck in the spring of the present year 1861, which cannot fail still further to promote trade with Great Britain.

The principal broker here estimates the import of British iron during the past year at 1,500,000 lbs. The consumption has been mostly local, and our stock in hand, amounting to upwards of 800,000 lbs., is much the same in amount, as at the corresponding period of last year.

Coals from Great Britain show a steady increase, owing to the corresponding progress of steam navigation in the Baltic; the imports in 1860, being, as I am informed, between 6 and 7 per cent. over those of 1859. The other British articles, alkalies and chemicals from Newcastle, stone-ware, cement, Liverpool salt, and sundries, offer no topic for remark in addition to the details which I gave in my recently prepared general report.

Swedish iron shows great steadiness in the supply during the last four years, the importations having been in round numbers 7,000,000 lbs., nearly all from Stockholm; what came from other ports being insignificant. The stock on hand, which in January 1860 amounted to nearly 1,100,000 lbs., is now increased to about 1,500,000 lbs.

In the French trade, the purchases of Bordeaux wine of 1860 by Lubeck houses have been quite insignificant, in consequence of the bad vintage of the past year, and the large stocks on hand of the excellent vintages of 1857–58 and '59. Considerable purchases have been made of the Cette vintage of 1860, which, although not equal to the vintage of the three previous years, is, relatively speaking, much better than that of the Garonne districts.

The following Table shows the amount and destination of the regular steam navigation that leaves Lubeck for the ports of the Baltic on fixed days; extra steamers not counted.

To St. Petersburg	4
Riga	2
Helsingfors and Revel	1
Stockholm, Ystad, and Calmar	2
Stockholm, Ystad, Calmar, and Norköping ..	2
Stockholm, Gefle, and Sundswall..	1
Ahus, Solvetsborg, Carlsham, Carlskrona, and Westerwic	1
Copenhagen and Malmo	1
Copenhagen, Helsingborg, Halmstad, and Gottenburg	1

With reference to the precipitate transfer of the two Lubeck steamers to the Stettin-Petersburg line, however formidable a rival Stettin may be to Lubeck, there is a large portion of the trade which it cannot take away, although so much nearer to St. Petersburg, for Russian goods cannot move from Stettin towards the interior without going into the Zollverein. On the contrary, not only the Hanse-Towns, but the whole of Mecklenburg-Schwerin, have only nominal customs' duties. The Mecklenburgh income is made up by direct imposts on the merchant, which are much complained of, as I am informed, by the mercantile body of Rostock; and it appears to me, not without some reason, because, as there are no customs'-duties, purchases are made in preference at Lubeck; for instance, when one of the numerous soap-boilers of this duchy has to buy tallow and alkalies, he cannot get them so cheap from the Rostock merchant, who pays impost as from the Lubeck merchant, which, he, the soap-boiler, not being a merchant, imports on his own account from Lubeck into the Mecklenburg territory. I am informed that both the Mecklenburg Government and the mercantile body of Rostock, are anxious, in order to give the latter a chance, and to raise the customs' revenue, to put an end to the present system; but this project is successfully opposed by the landlord party, who are anxious to retain their present privilege of free importations. It cannot, therefore, be denied, that party or political changes in Mecklenburg might cut off the trade with Lubeck in a great measure, as Rostock is by no means deficient either in capital or connexion.

As I have repeatedly had occasion to state, it is through direct communication with Hamburg and Hanover that the Lubeckers are looking for enlarged markets for their imports. The present railway between Lubeck and Hamburg, *viâ* Büchen, shows in 1860 an increase in traffic and goods, both on 1859 and on the two previous years. On the Büchen branch,

	$
In 1857	188,222
1858	174,742
1859	190,875
1860	200,618

There seems to be now no longer any doubt, that the railway from the Elbe, opposite Lauenburg, to Lünenburg, will be commenced in the spring of 1861. The communications across the river will be made by a raft-steamer; Lubeck will thus have, according to all appearance, in 1862, a direct railway, communicating to Hanover and Central Germany, without passing by Hamburg and Harburg.

Tedious discussions of details still interpose themselves in the case of the direct Hamburg and Lubeck Railway, the principle of which has been assented to by the Danish Government. In my general report, I mentioned the Lubeck project of through rapid trains, assuring the Danish customs, by all reasonable precautions, against frauds on the Danish revenue; but the Danish objections appear to be slow of removal, and the Danish government appears to be still anxious to carry out examination of baggage, which the Lubeckers say, will, by the unavoidable delay, completely neutralize the boon of direct communication. Another point is the desire of the Hamburg Berlin Railway Company (which will undoubtedly lose a large revenue on the Büchen-Hamburg Line) to compel the direct Railway to join their projected prolongation to Altona. The Lubeckers, on the contrary, wish to pass through the present station, at which passengers may alight; beyond which they desire a horse-railway, carried to the Elbe side, leaving Hamburg on the right hand, and brought down to the quay, as far as may be requisite for the shipping and landing of goods. But as the great difficulty has been got over, namely, the acceptance of the principle by the Danish government, it would be a matter of great regret if any renewal of political differences between Denmark and Germany were to produce still further delay in the settlement of these points.

Attention has been drawn to the approaching termination of railway communication between Prussia and St. Petersburg, across Poland, as affecting Lubeck-Petersburg passenger-traffic. The President of the Chamber of Commerce here tells me, that he thinks it may diminish the passenger-traffic in early spring and late autumn, in order to avoid the gales in the Baltic. But he is persuaded that during all the good weather of summer, the Russian passengers will continue to prefer the steamers on the Baltic, with their comfortable sleeping berths.

HONDURAS.

Report by Mr. Hall, British Consul at Comaygua, on the Trade of the Republic of Honduras during the year 1859.

THE number of vessels that arrived at the Atlantic ports during the year 1859 was as follows:—

Port of Omoa.

Nationality.	Vessels.	Tonnage.	Crews.
English	47	1,500	214
Honduras. ..	22	638	128
American. ..	4	796	36
Spanish	5	606	42
Dutch	9	570	64
Total. ..	87	4,110	484

The valuation of cargoes cannot be obtained separately; the gross value, according to the Custom-house valuation, is $173,014, equal to 34,602*l.* 8*s.*

Port of Truxillo.

Nationality.	Vessels.	Tonnage.	Crews.
English	35	2,857	219
American. ..	9	1,691	72
Spanish	18	1,990	169
Dutch	5	535	35
Total. ..	67	7,073	495

The gross amount, according to Custom-house valuation, is $184,739 50 cents, equal to 36,947*l.* 18*s.*

It has been stated in former reports that Honduras ossesses no regular port in the mainland on the acific coast, and that a small creek called La Brea, tuated in the bay of Fonteca, and where only bungoes nd canoes can enter, serves as a port of entry. onsequently there are no shipping returns on this de; but the value of the importations, according to he valuation at the Custom-house established near this reek, is $95,465 25 cts., equal to 19,093*l.* 1*s.*

The declared value, therefore, at the three Custom-ouses, amounts to $453,218 75 cents, against $382,867 5 cents in the previous year, shewing an excess in vour of last year of upwards of $70,000, or an increase f 18 per cent., which is mainly attributable to the tate of peace which this country has been in the njoyment of for the last three or four years.

The value of the imports, as given above, is of course much below the real amount, owing to the contraband which is constantly going on, and which relatively to the country is enormous. It may be calculated to be t Truxillo about half as much again as the declared alue; at Omoa at three-fourths the amount of said value; and on the Pacific coast at nearly twice as much. Added to which there is a considerable quantity of oreign goods brought every year by land from the tate of Salvador, the amount of which there are no means whatever of ascertaining; and, therefore, I think he value of imports last year does not fall very far hort of $900,000, equal to 180,000*l.* sterling.

The shipping at the two Atlantic ports of Omoa and Truxillo is very inconsiderable and insignificant, and is mostly composed of small coasting schooners which are constantly plying between Belize and the said ports. The number of different vessels which arrived last year was only 28, of which 17 were English, 6 were Spanish, 2 American, 2 Dutch; and only one hoisted the Honduras flag, which was a small schooner engaged in the trade with Belize. There is a Spanish brig regularly engaged in the trade with Havana, which arrives four or five times in the course of the year, bringing Spanish and colonial produce, and carrying in exchange mostly hides and skins, and sometimes tobacco. There are also two moderate-sized brigs, one American, and the other Dutch, engaged in the trade with Boston and New York, and a smaller Dutch vessel which makes occasional trips to Curaçoa. A Spanish brig arrived last year from Mayorca, in Spain, and discharged at both ports a tolerably large cargo composed of Spanish produce. The number of vessels that arrived at Omoa, in ballast, was 13, and an equal number of Truxillo. The number of arrivals at the latter port, and also the tonnage, are in considerable excess of those of the year previous, for the former were 67 bottoms, with 7,073 tons, against 53 vessels, with a tonnage of 3,844, which were the corresponding numbers in 1858.

A concession was made last year by this Government, whereby cattle might be exported free of all duty, in Spanish vessels, to the Island of Cuba; and in consequence of this concession, four Spanish vessels, with an aggregate tonnage of 554, commenced to ply in the middle part of the year, between the ports of Havana and Batavanó (in Cuba) on the one hand, and Truxillo on the other. These vessels, some of which made more than one voyage in the course of the year, arrived all in ballast, and conveyed to Cuba upwards of 1,200 head of cattle.

Four large vessels hoisting the British flag arrived from England (after having discharged at other ports), and after having called at Truxillo proceeded to load mahogany at the bars of the rivers lying east of that port. Their aggregate tonnage was 1,668.

With regard to the articles which constitute the importations, they are chiefly cotton goods of all descriptions, textile manufactures of all kinds and materials, hardware, earthenware, hosiery, cutlery, ironmongery, and every species of wares and manufactured goods, provisions of all kinds, wines, spirits, malt liquour, leather, stationery, lumber, books, furniture, drugs, &c. But as regards the classification of these articles, there is no possibility whatever of obtaining any positive, or yet even any approximative knowledge thereof.

The exports by the port of Omoa are given in the following Table :—

Articles.	No.	Honduras Currency.		English Currency.		
		$	rials	£	s.	d.
Horned Cattle .. steers	1,422	14,220	0	2,844	0	0
Sarsaparilla .. bales	906	29,192	0	5,838	8	0
Dry Hides	17,633	45,786	2	9,157	5	0
Deer Skins .. bales	60	4,832	6	966	11	0
Bullion .. .. lbs.	3,402	62,937	0	12,857	8	0
Indigo .. .. ,,	10,010	10,010	0	2,002	0	0
Cigars .. . milles	590	2,950	0	590	0	0
Tobacco .. .. bales	36	540	0	108	0	0
Fustic .. .. tons	72½	1,015	0	203	0	0
Mahogany .. feet	7,200	432	0	86	8	0
Turtle Shell .. lbs.	90	315	0	63	0	0
India-rubber .. ,,	1,200	300	0	60	0	0
Copper Coins .. cases	6	1,000	0	200	0	0
Spanish Dollars. ..	750	810	0	162	0	0
Rice, Corn, Cheese, Straw Hats, Cigarrettes, &c. ..	..	259	0	51	16	0
Total	..	174,599	0	34,919	16	0

The exports by the port of Truxillo were the following :—

Articles.	No.	Honduras Currency.		English Currency.		
		$	rials	£	s.	d.
Horned Cattle .. steers	2,747	27,470	0	5,494	0	0
Sarsaparilla .. bales	1,563	39,016	0	7,803	4	0
Dry Hides	21,200	58,100	0	11,620	0	0
Deer Skins .. bales	98	7,889	1	1,577	16	6
Silver Bullion .. lbs.	400	7,400	0	1,480	0	0
Gold ditto .. ,,	10	2,560	0	512	0	0
Fustic .. .. tons	143	2,002	0	400	8	0
Mahogany .. feet	87,000	5,220	0	1,044	0	0
Turtle Shell .. lbs.	60	210	0	42	0	0
Starch .. . barrels	13	162	4	32	10	0
Sundries	..	5,331	0	1,066	4	0
Total	..	155,360	5	31,072	2	6

Besides the above articles a considerable quantity of specie was exported from both ports, but there are no means of ascertaining its amount.

With regard to the exports by the Pacific, almost all of them are carried out of the country by land through the State of Salvador, where they are shipped abroad at the port of La Union, and consequently it is impossible to ascertain the amount of them; but it is not very large, and consists chiefly of indigo, hides, skins, bullion, tobacco, cigars, and a few other articles of small value.

Indigo is now becoming one of the most important articles of exportation on this side. In my report for the year 1857, I stated that at least 36,000 lbs. had been produced that year. The cultivation of this article has been steadily increasing since that time, and last year the number of pounds raised are calculated at from 80,000 to 100,000; and its quality, on an average, is of the very best description.

ITALY.

ANCONA.

Report by Mr. Gaggiotti, British Vice-Consul at Ancona, on the Trade of that Port during the year 1859.

Owing to the distracted political state of the country during the year 1859, commercial operations, as well as industrial pursuits of all kind, have been almost completely at stand, with great injury to the interests of all classes of people. The last crops of silk and wine have been very insignificant, the silk crop resulting in only one-tenth of the growth. The export of wheat has been very limited, and a considerable stock of it is left.

The country looks well, and so far the weather has proved favourable to cereals in general.

Two merchant ships, of the aggregate tonnage of 700 tons, were built at this port last year.

A new lighthouse is now building on a prominent cliff east by north of Ancona Harbour.

Years.	IMPORTS.				EXPORTS.			
	British.		Foreign.		British.		Foreign.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£	Tons.	£	Tons.	£
1855	11,743	196,300	76,002	604,000	11,589	21,500	74,544	355,100
1856	25,565	240,000	121,691	919,085	24,959	82,400	123,482	650,120
1857	26,320	357,500	76,485	46,742	27,726	56,530	82,951	356,144
1858	25,666	79,292	113,081	842,373	27,032	39,269	111,629	354,624
1859	21,154	262,066	74,023	477,444	21,965	50,630	71,528	205,041

Report by Mr. Gaggiotti, British Vice-Consul at Ancona, on the Trade of that Port during the Year 1860.

Commerce has not been very flourishing here during this year, in consequence of political movements and war. The town of Ancona is now expected to grow, within a very few years, to a very flourishing state. Railway communications will be opened in all directions. The line from here to Bologna is very much advanced, and will be finished within fifteen months; another line is spoken of, from Ancona to Naples, through the Abruzzi, and a third one from here to Florence, through Arezzo. The government of King Victor Emmanuel intends encouraging by every possible means the commerce of this port. Works have already been begun for enlarging the harbour. There has been a reduction of duties on many different articles. The government of King Victor Emmanuel, acting on the free exchange principle, will make Ancona one of the principal commercial towns of the Italian peninsula. Ancona continues a free port. A considerable deposit of coal is expected to be established here in consequence of this harbour having been made a port for Admiralty. The last crops of silk and wine have been very insignificant. No wheat has been exported from this port in 1860, and the remaining stock is not considerable. The country looks uncommonly well.

Years.	IMPORTS.				EXPORTS.			
	Foreign.		British.		Foreign.		British.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.
	Tons.	Lira.	Tons.	Lira.	Tons.	Lira.	Tons.	Lira.
1856 ..	76,002	604,000	11,743	190,300	123,482	650,120	24,959	82,400
1857 ..	121,691	919,083	255,665	200,000	82,951	356,144	27,726	56,530
1858 ..	113,081	842,373	25,666	79,292	111,629	354,269	25,052	39,041
1859 ..	74,023	477,444	21,154	262,066	71,528	205,041	21,965	50,630
1860 ..	26,752	202,742	14,272	52,896	20,512	91,193	13,128	69,842

GENOA.

Report by Mr. Brown, Her Majesty's Consul at Genoa, on the Trade and Navigation at that Port during 1859.

The importations at the Port of Genoa for the year 1859 have considerably increased, as compared with 1858, while the exportations have fallen off.

The value of the combined importations and exportations, by way of sea, has increased by upwards of 27,000,000 of francs, the values having been :—

	Francs.		£
In 1859	354,676,200	=	14,187,048
1858	327,278,900		13,091,155
Increase in 1859 ..	27,397,300		£1,095,892

This result, however, is due solely to the increased value of the importations, the exportations having fallen off considerably. The figures are as follows :—

	IMPORTS.				EXPORTS.			
	Value.		Increase.		Value.		Decrease.	
	Francs.	£	Francs.	£	Francs.	£	Francs.	£
1859.. ..	258,799,000	10,351,160	33,016,200	1,320,648	95,897,200	3,835,888	5,618,900	224,756
1858.. ..	225,762,800	9,030,512	..	..	101,516,100	4,060,644	..	..

In the traffic by way of land, the imports have diminished, while the exports have increased in 1859. The following comparative statement includes the land transit trade.

IMPORTS and EXPORTS by way of Land, including Goods in transit by Land.

	IMPORTS.				EXPORTS.			
	1859.		1858.		1859.		1858.	
	Francs.	£	Francs.	£	Francs.	£	Francs.	£
stria	3,157,000	126,280	4,504,900	100,196	24,646,200	985,848	23,512,000	940,480
chies	1,409,700	56,388	1,785,100	71,404	14,804,700	592,188	7,841,300	313,642
nce..	792,600	31,704	757,100	30,284	2,039,300	81,572	4,301,900	172,076
itzerland	27,581,200	1,103,248	28,789,600	1,151,584	19,706,300	788,252	20,981,600	838,264
rious	729,500	29,180	656,400	26,256	442,300	17,692	444,900	17,796
Total	33,670,000	1,346,800	36,493,100	1,459,724	61,638,800	2,465,552	57,081,700	2,283,268

It will be seen that in spite of the country having been errun by war, the year 1859 was not an unprosperous for the town and district of Genoa.

In many other respects Genoa has rather been a iner than a loser by the war; for owing to its re-oteness from the scene of action, and the protection orded to it from the very commencement of the cam-ign by the sudden and rapid landing of the French ops, no uneasiness or fear of attack was felt by any ss of the inhabitants of this place, and the mercantile d industrial community continued their respective ocations with as great tranquillity and assiduity as if country had not been at war.

It is true that a certain number of the merchants, ose more especially whose dealings lay with Lombardy d with Switzerland, &c., were considerably hampered their business, owing to the occupation by the Aus-ans of the whole country north and east of Alexandria, d were, for a time, entirely precluded from carrying their affairs; but they were to a certain degree com-nsated by the increased activity of their trade in latter months of the year; and on the other hand, hough the demand for certain of the "spécialités" Genoese manufacture, such as chiavari chairs, iron dsteads, &c., diminished in consequence of the war, ost other branches of trade and manufacture were usually active during the whole year.

Two of the most important industries of this place, mely, the cotton-mills and manufactories, and the anufactories of maccaroni and vermicelli, received pecial stimulus during the year 1859. The cotton anufacturers took in hand government contracts of so nsiderable amount that although several of them ve increased the scale of their establishments, they ve yet more work on hand than they are able to ecute; and the manufacturers of maccaroni, &c. (or Paste" as they are here called) found better prices at me for their produce than they can usually obtain road.

The presence in the country of the French army also ve employment to a vast number of the humbler dustrials, such as boatmen, lightermen, porters, carters, c., who were throughout the summer earning daily as uch as they had been accustomed to earn in a week.

Innkeepers, and keepers of lodging-houses, restaurants, d wine-shops, also drove a flourishing trade; and, in ct, every branch of the industrial class had their share the large sums of money left in the place by the rench.

As was to be expected, the importations from France ve increased much more largely than those from any her country. The increase of 23,067,700 francs from rance going a long way to account for the increase of 3,016,200 francs in the total importations for the year 859 over 1858.

The chief cause of the very greatly increased impor-tion from France is, nevertheless, owing to the presence the army, which was accompanied by numerous specu-tors, who brought over great quantities of wine, rovisions, and necessaries of different sorts for the oldiers. The wine and spirits alone imported from rance were for a value of 16,378,400 francs, against ,642,900 francs in 1858. The other countries from hich the importations have increased, are England, the nited States (chiefly in cotton for the home manufac-re), Russia, Tuscany, Naples, Holland, South America, nd some other states of minor importance. The only ountries from which the importations have diminished, are, Spain, Brazil, Turkey, the Roman States, East Indies, Sweden and Norway, and the Hanse Towns.

The most sensible increase has been in wine and spirits, olive and other oils, cotton and wool in their raw state, and tobacco, which, however, was solely for the government manufactories. The only important falling off has been in iron of all sorts; pig-iron, cast and wrought iron bars, rails, &c., have all greatly fallen off as compared with the previous years. The importation of all these will, however, doubtless again increase, as soon as the company to whom the concession of the Coast Railway has been finally adjudged enters upon its works.

The falling-off in the exportations is to be accounted for by the presence in this place and throughout the country to the north of it, of the contending armies whose sudden entry caused a temporary increase in the population of many hundreds of thousands of men, requiring supplies of all sorts greater in extent than those imported for their use, and who, on the other hand, brought with them large supplies of ready money, wherewith to supply their deficiencies. The same cause has produced an immense reduction in the exportations from the whole country, more especially in the articles of provisions and wine, as is shown by the subjoined extract from official Tables published at Turin.

Exportations from the whole mainland of the Sardinian States:—

		1859.	1858.
Wine	litres	16,850,190	24,355,556
Olive Oil	kilos.	4,704,605	9,088,264
Fresh Fruit	„	8,865,033	11,055,554
Wheat.	litres	9,115,473	18,781,944
Other Grain	„	9,804,697	15,722,495
Rice	kilos.	24,041,506	28,263,636
Paste	„	2,381,886	2,615,069

The articles in the exportation of which there has been the greatest falling off, are sugar, cotton-wool, wheaten-flour, rice, maccaroni, &c.

There has been an increase in the exportation of the paper made at Voltri, and a slight increase in coffee and a number of other articles; but not sufficient in value to counterbalance the considerable diminution in the exportation of wheaten-flour, sugar, and cotton-wool.

The home consumption of this last article continues enormously on the increase.

The countries to which the exportation has diminished are Austria, Spain, Tuscany, America (U.S.), Russia, and Holland.

The exportations to South America, Naples, France, and Belgium have increased. The exportation to all other countries remains about stationary.

Our trade with this port continues to take the first rank in importance and value, and this year there is an increase over 1858 both in importations and exportations.

The value of our importations this year is 68,861,600 francs, or 2,754,464*l.*, against 65,504,200 francs, or 2,620,160*l.*, in 1858; but as I have already observed, it must be borne in mind, that besides these goods, an immense quantity of stores were imported for account of the French government, and a very valuable portion, consisting chiefly of provisions and forage, were imported from Great Britain.

I have been unable to procure any reliable estimate of their exact amount; but the very considerable value of these importations is made apparent by the fact that during the months of May, June, and July, the number of British vessels alone which brought cargo for the French government from Great Britain was 27, of the aggregate tonnage of 12,096 tons. Of these 2 of 333 tons were laden with coal, and all the rest with most valuable cargoes of pork, bread, biscuit, barley, oats, &c. The articles of British produce of which the importation has increased, are, oils, other than olive, namely, linseed, colza, and cod; cordage, sails, canvas, and other manufactures of thread or hemp, of which last the importation was about double that of the previous year, cotton-wool, (of which we imported about 10,000 bales from East India, Surat) and wrought iron, zinc, and lead. The increase in these latter articles is particularly worthy of mention, as the importation of metals from all other places diminished very considerably during the year; nearly the entire quantity of iron imported was from England. The total importation of cast and wrought iron having been for 9,491,300 francs, of which 8,146,800 francs were from England.

The importation of fish, of British cure, has again somewhat fallen off, Leghorn being a better market for it than this port, where fish prepared in the French method is preferred by consumers. Machinery was not imported for so considerable a value as in previous years; but it is probable that large importations of machinery for manufacturing purposes, will again be made as soon as the state of Italy shall be more settled.

There has also been some diminution in the importation of wool from England, and a very great decrease in that of woollen manufactures, which have fallen from a value of 6,868,200 francs to 2,249,200. This decrease will not, however, I think, prove permanent, and was mainly owing to exceptional contracts made in 1859 with French clothiers. I learn, in fact, that the importation of this article from England for the present year (1860) will certainly surpass that of 1858. The exportations to England or British possessions have somewhat increased, but are never of any great importance. Their value in 1859 was 4,569,800 francs, or 182,792*l.*, against in 1858 4,480,100 francs, or 179,204*l.*

The exportation of wheat and other grain, oak staves, walnut planks, paper, and maccaroni for England, and of flax and iron and copper ore for Malta and the Ionian Islands, has somewhat increased, while there has been a decrease in the exportation to England of olive oil, cheese, sewing silk, silk tissues, and marble.

The rates of Exchange on London, for bills at three months (the only rate quoted at Genoa), have varied from 25 francs 34 cents, the highest, on the 22nd August, to 24 francs 92 cents, the lowest, on the 28th December. The rates at the end of each of the twelve months were as follows:

	fr.	c.		fr.	c.
January ..	25	06	July	25	28
February ..	25	07	August ..	25	30
March. ..	25	00	September ..	25	08
April.. ..	25	02	October ..	25	00
May	25	19	November ..	25	01
June	25	27	December ..	24	92

Important alterations and reductions were made in the customs tariff by a decree, bearing date the 9th July, 1859; but it would be out of place for me in this report to enter into details on the subject, as further reductions have again been made during the current year (1860).

The receipts of the Custom-house of Genoa for duties levied on goods imported during the year 1859, were 7,641,717 francs, against 6,789,020 francs in 1858.

At the minor Custom-houses on the coast, dependent on the principal Custom-house of Genoa, the receipts were 8,631,160 francs in 1859, against 7,415,909 in 1858.

The shipping returns hereto annexed, show a very considerable increase both in number and tonnage of the vessels arrived during 1859.

This increase is pretty evenly distributed among the nations whose trade with this port is of importance, as will be seen by the following list of arrivals during 1859 and 1858.

Nationality.	1859.		1858.		Increase in 1859.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	260	99,300	242	79,565	18	19,745
Sardinian (not including Coasting Trade)..	1,597	217,070	1,272	173,816	59	43,254
French	683	145,821	574	138,816	109	7,005
Tuscan	937	50,741	733	38,544	204	12,197
Neapolitan	278	47,224	249	47,433	29	209
United States	46	26,571	42	19,082	4	7,489

The total number of vessels of all flags (exclusive of the coasting trade) which entered the harbour during 1859 was 4,299, of an aggregate tonnage of 671,952 tons, and with 58,833 of crew. In the previous year the number of ships was only 3,595, tonnage 572,543; number of crew 50,000. The number of vessels employed in the coasting trade, which entered during 1859, was 3,773, tonnage 130,992, crews 26,902 (of these, 3,644, tonnage 123,701, crews 26,113 were under the Sardinian flag). In 1858 coasting-trade entries numbered 4,219, tonnage 156,173, crews 28,013.

The number of British ships that arrived in 1859 was 260, tonnage 99,300. Of these 222, tonnage 84,447, brought cargo direct from Great Britain or British possessions; 34, tonnage 9,947, brought cargo from foreign ports; and 4, tonnage 4,906, came from foreign ports in ballast.

The number of British vessels cleared during the year were 258, tonnage 97,338, of which 85, tonnage 41,946, took cargo to England; and 24, tonnage 9,975, went from hence to foreign ports in ballast; 18, tonnage 10,480, took cargo from hence to foreign ports; and 131, tonnage 34,937, went from hence to foreign ports in ballast.

The number of foreign vessels which arrived during the year from Great Britain and British possessions was 360, tonnage 102,112. Of these, 137, tonnage 34,367, were under the Sardinian flag; 51 steamers, tonnage 17,134, and 29 sailing vessels, tonnage 4,570, were French; 55 vessels, tonnage 18,270, were Swedish; 20, tonnage 4,927, Neapolitans; 15, tonnage 6,949, Prussians; 13, tonnage 1,629, were Dutch. The remaining 40 vessels, tonnage 14,266, were small vessels under various flags.

The foreign vessels cleared for Great Britain or British possessions were in all 135, tonnage 37,830, and consisted of 52 French steamers for Malta (touching at the lower Italian ports), tonnage 16,903, and 1 French sailing-vessel, of 103 tons; 35 Sardinian vessels, tonnage 7,833; and 48 vessels, tonnage 13,094, under various flags.

As it may prove of interest to have a correct account of the number and tonnage of the Sardinian mercantile navy, and of the number of masters, seamen, and handicraftsmen immediately connected with it previous to the annexation of the newly-acquired provinces, I subjoin a Table, showing the number and tonnage of all the vessels belonging to the Sardinian mercantile navy, classified according to their ports of registration; and another Table specifying the number of masters, seamen, shipbuilders, carpenters, caulkers, &c., belonging to each of the "Direzioni Marittime" in the whole of the Sardinian States, on the 31st December, 1859.

The total number of ships registered, as belonging to the Port of Genoa, will be seen above, showing that, as is natural in a country which every year is extending its trade with distant lands, ships of a larger class are coming into more general use.

TABLE of all the Vessels belonging to the Sardinian Mercantile Navy on the 31st December, 1859, classified according to their Tonnage, and separated according to the Maritime Divisions to which they belonged.

Rates of Tonnage.	Nice.		Oneglia.		Savona.		Genoa.		Chiavari.		Spezia.		Cagliari.		Alghero.		Total.			
																	31 Dec., 1859.		31 Dec., 1858.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
700 tons and upwards	...	...	...	...	...	...	7	6,201	...	...	...	...	...	...	...	...	7	6,201	6	5,480
From 600 to 700 tons	...	...	...	...	...	...	5	3,239	1	635	...	...	...	...	...	...	6	3,924	5	3,268
500 ,, 600 ,, ...	...	...	...	...	...	...	2	1,078	...	...	...	...	...	...	...	...	2	1,078	2	1,078
400 ,, 500 ,, ...	...	...	...	...	4	1,806	24	10,453	...	...	...	...	...	...	...	...	28	12,259	24	10,340
300 ,, 400 ,, ...	...	...	...	...	10	3,529	96	32,374	1	340	1	315	...	...	...	...	108	36,358	94	31,558
200 ,, 300 ,, ...	...	...	1	278	19	4,783	284	70,377	6	1,506	2	485	...	...	...	...	312	77,429	300	74,121
100 ,, 200 ,, ...	...	...	3	333	14	1,960	344	51,673	3	504	13	1,703	3	384	1	108	381	56,665	404	59,971
60 ,, 100 ,, ...	11	767	8	583	8	667	75	5,781	2	160	20	1,424	5	467	...	...	129	9,498	138	10,664
30 ,, 60 ,, ...	25	951	38	1,546	38	1,420	48	2,010	14	590	24	926	6	237	3	123	196	7,083	203	8,037
20 ,, 30 ,, ...	39	950	19	458	18	426	23	535	10	251	24	569	8	191	2	45	143	3,425	144	3,435
10 ,, 20 ,, ...	30	423	4	61	42	616	50	673	32	481	27	364	25	347	11	156	221	3,121	228	3,210
Under 10 tons ...	226	530	101	257	163	467	135	555	315	1,032	193	862	96	414	118	295	1,347	4,412	1,380	4,499
Total	331	2,621	174	3,516	316	15,474	1,093	184,949	384	5,549	304	1,648	143	2,040	135	727	2,880	222,524	2,928	215,661

NOTE.—In the Number of Ships existing on the 31st December, 1859, there are included 31 Steamers, of the aggregate tonnage of 6,538 tons, and of 2,885 horse power. Of these, 21 were Paddle Steamers, of 1,758 tons, and 1,350 horse power; and 10 were Screw Steamers, of 4,780 tons, and 1,095 horse power.

TABLE shewing the Number of Masters, Seamen, Shipbuilders, Carpenters, and Caulkers, &c., inscribed as belonging to the Sardinian Mercantile Navy, on the 31st December, 1859.

Maritime Divisions to which the Individuals belong.	Masters of the 1st class.	Masters of the 2nd class.	Coast Trade Masters of the 1st class.	Coast Trade Masters of the 2nd class.	Seamen.	Ship-builders of the 1st class.	Ship-builders of the 2nd class.	Car-penters.	Caulkers.	Total.
Nice	9	52	110	123	1,591	..	..	102	40	2,027
Oneglia	8	57	71	74	2,076	1	3	40	19	2,349
Savona	23	129	63	151	2,701	22	26	944	201	4,260
Genoa	248	1,184	273	305	10,457	21	4	1,242	366	14,100
Chiavari	22	64	54	111	6,457	1	2	67	18	6,796
Spezia	5	68	79	143	3,485	6	2	121	9	3,918
Cagliari	..	5	17	105	832	..	2	23	31	1,015
Alghero	..	3	18	20	520	..	2	9	1	573
Total in 1859	315	1,562	685	1,031	28,119	51	41	2,548	685	35,038
Total in 1858	302	1,522	683	1,026	27,566	48	41	2,462	656	34,306

ISLAND OF SICILY.

Comparison, by Mr. Goodwin, British Consul at Palermo, of the Commerce and Navigation of Sicily between 1853 and 1858, and between 1858 and 1852.

THE population of Sicily is computed to have risen from 2,200,000 to 2,253,000 souls between the years 1853 and 1858. During these five years a great advance took place in Sicilian commerce. In 1853 its amount was 2,843,000*l.*, and in 1858, 3,653,000*l.* The advance of Sicilian navigation was remarkable: the tonnage amounted in 1853 to 186,000 tons, and in 1858 to 503,000 tons.

British trade advanced from 1,152,000*l.* in 1853 to 1,636,000*l.* in 1858; French trade advanced from 472,000*l.* in 1853 to 588,000*l.* in 1858; and American trade declined from 901,000*l.* in 1853 to 351,000*l.* in 1858. British shipping advanced from 73,000 tons in 1853 to 204,000 tons in 1858; French shipping from 38,000 to 56,000 tons; and American shipping from 22,000 to 44,000 tons.

The population of Sicily, estimated at 2,253,000 souls in 1858, is computed to have risen to 2,275,000 in 1859. The commerce of Sicily rose from 3,653,000*l.* in 1858 to 3,910,000*l.* in 1859. British trade rose from 1,636,000*l.* in 1858 to 1,683,000*l.* in 1859; French trade rose from 588,000*l.* in 1858 to 757,000*l.* in 1859; and American trade rose from 350,000*l.* in 1858 to 414,000*l.* in 1859. British shipping rose from 203,000 tons in 1858 to 213,000 tons in 1859; French shipping rose from 56,000 tons in 1858 to 133,000 tons in 1859 (or nearly its amount in 1857); and American shipping rose from 44,000 tons in 1858, to 58,000 tons in 1859.

British trade underwent changes. As to direct trade inwards: 254 British ships, measuring 72,000 tons, brought values of 473,000*l.* from England to Sicily in 1858; and 275 ships, measuring 103,000 tons, brought values of 373,000*l.* from England to Sicily in 1859. There was, therefore, an increase in ships and tonnage, but a decrease in the value of imports.

As to direct trade outwards: 569 British ships, measuring 132,000 tons, and carrying values of 703,000*l.*, went from Sicily to England in 1858; and 635 ships, measuring 151,000 tons, and carrying values of 861,000*l.*, went from Sicily to England in 1859. There was, therefore, an increase in ships, tonnage, and values of a slight amount.

As to indirect trade inwards: 463 British ships, measuring 118,000 tons, came from Italy and Trieste to Sicily in 1858; and 433 ships, measuring 110,000 tons, came from the same countries in 1859. There was, therefore, a slight decrease of ships and tonnage in 1859 compared with 1858.

As to indirect trade outwards: 207 British ships, measuring 57,000 tons, went from Sicily to the British Provinces and the United States of America in 1858; and 191 ships, measuring 59,000 tons, went from Sicily to the same countries in 1859.

The number and tonnage of British screw steamers frequenting the port of Palermo underwent little change in 1859 compared with 1858: 95 screws, measuring 58,000 tons, came in 1858; and 98 screws, measuring 43,000 tons, came in 1859.

Remarks by Mr. Goodwin, British Consul at Palermo, on the State and Prospects of Sicilian Industry.

AT a moment when Sicily, hitherto a mere dependency of Naples, is about to form a part of United Italy, it may perhaps be seasonable to present a brief view of Sicilian industry, founded on personal observation, and to set forth the chief points in which reforms are most wanted. In the following attempt to describe the extent of the national resources, the area of the island the division of the territory, the distribution of the rental, and the estimates of agricultural and mineral produce, are given on official records and trustworthy information.

Sicily is supposed to contain 6½ millions of acres, an area which comprises 3½ millions of corn lands, 1½ million of wastes and pastures, and 1½ million of vineyards, olive-grounds, orchards, and gardens. The annual crop of corn is estimated at above 2,000,000 of quarters, and the produce of the vine at 200,000 pipes of wine.

The oil crop amounts to 12,000 tuns, and that of Schumack leaf to 30,000 tuns a-year. 150,000 tons of brimstone are annually extracted and exported. The net produce of the surface is estimated at 2¾ millions sterling per annum, and that of the underground at a quarter of a million sterling.

The sum total of 3,000,000 is divisible in the ratio of 2·13·75 and 910 parts of a thousand among the crown, the communes, the church, and the public, in 690,000 lots, averaging 4*l*. per annum each.

The population, computed at 2¼ millions, is employed in the raising of corn, the culture of plants, and the excavation of sulphur. The spinning and weaving of silk and cotton, the tanning and dressing of hides and skins, the preparation of wines, the grinding of schumach leaf, the expression of oils and essences, and the packing of oranges and lemons, afford ample employment to the working classes at the several seasons of the year.

The foreign trade of Sicily, in which 1,500 vessels, measuring 300,000 tons, are employed, exchanges raw and prepared produce for metals, manufactures, and colonials to the annual value of 2,000,000 sterling on each side. The trade between Sicily and Naples in domestic produce amounts to above a million sterling per annum.

The progress of agriculture, the chief branch of Sicilian industry, has been checked by various causes; among which the insufficient length of carriage roads, the great scarcity of bridges, the number and extent of marshes, the frequent want of irrigation, and the destructive force of mountain torrents hold the principal place.

The length of carriage-roads in Sicily, the area of which is 12,000 square miles, does not exceed 1,300 miles, of which amount only 800 are completed; while of the remaining 500, one-half are merely traced, and the other half in slow construction.

Only two main roads exist—the one running from the Faro point on the north, to Cape Passaro on the south, with a branch to Aderni in the centre; and the other from Catania on the eastern coast, to Trapani on the western, with branches to Cefahi on the northern side, and Girgenti on the southern. Only on these high roads, and a few others near great towns, are bridges for carriages to be found. Palermo and Messina on the north coast, and Girgenti and Marsala on the south and west coasts, are more or less separated by trackless wastes. Exhalations from marshes in various parts infect the air throughout the summer, so as to render agriculture an unhealthy occupation. Long droughts deprive rich plains of half their natural fertility, and mountain streams coming down with resistless force cover the lower grounds with drift and gravel. A remedy for these evils is the province of Government. The construction of roads, the erection of bridges, the draining of marshes, the irrigation of lands, and the embankment of torrents, would tend to the public benefit in various ways. The removal of other obstacles may be left to private exertions, by which antiquated usages may be replaced by improved processes, the use of fallows by rotation of crops, and the primitive plough by modern instruments of labour. To be effective, these reforms require more capital and credit than can readily be found in Sicily. In a country where banks and chartered companies are wanting, the principle of accumulations is weak and precarious. Seldom are the savings of the workman placed in the funds, or laid out in lands. They are more commonly invested in plate and trinkets, to the loss of interest to the proprietor.

When deposit banks shall be established, probably no remote event, and when advances shall be made to the enterprising farmer, the reforms so much needed may be safely undertaken with fair and encouraging prospects.

LOMBARDY.

Report by Mr. Otway, British Consul-General at Milan, on the Commerce of Lombardy.

In attempting to execute the duty prescribed by Article 13 of the General Instructions to all Consuls, of making an annual report on the trade, commerce, agriculture, &c., of the country in which they reside, and especially of a new Consul, within six months after his appointment, I am well aware that under the existing circumstances of Lombardy it will be next to impossible for me to submit to Her Majesty's Government such a report as I could have wished, and which would have comprised all the various topics of information I could have conceived desirable to bring under their cognizance; but the local state of affairs is such that I almost despair of making even the very difficulties under which I labour intelligible to residents of a country whose institutions are fixed and regular, and have been so for ages; for the uncertainty which at present pervades all classes and ranks of people here is such, and the state of transition in which things (public and private) are, and which will probably and possibly continue so until the fate of Venice be decided, and tranquillity restored to this distracted country of Italy, that it is next to impossible to obtain accurate information from public offices or private parties.

It is true that attempts have been made, and are still making, to bring Lombardy, as well as all Italy, under the same system of government as that in Turin, and that it was said that at the end of last year (1860), or the beginning of this, the judicial codes, as well as the Custom-house tariffs, would be the same throughout the country. Until now, however, Austrian law still prevails, and in the Custom-house it is difficult to understand precisely under what régime we are.

We are told the tariff is under consideration, and will shortly be published with many reductions; but at present, what between the war tax, property tax, and other imposts, the duties levied here amount to a very heavy charge on such articles as it has fallen under my cognizance to remark on; but as most of the articles which now come to Milan from England reach it by the route of Genoa, where the duty is paid, it will be impossible to procure statistics of the quantity of English merchandize which really does come into Lombardy.

And even under Austrian rule it would have been nearly the same thing, inasmuch as many, if not most, articles of English manufacture were (if not exactly prohibited) at all events so charged with enormous duties, nominally to protect the German manufactures, that the greatest part of the English goods introduced into Lombardy were done so in contraband, and most of the principal traders and shopkeepers considered it no shame to be engaged in this traffic, which is not even yet entirely suppressed, although there is no doubt but in time it will be, when the reduction of the war and other taxes will make the duties so slight as not to render contraband worth the trouble.

Commerce, however, is extremely slack at the present moment, as purchasers will not make large stocks until they see how political matters go, and whether it will be more eligible to introduce their goods into Lombardy through Genoa, or, if the port of Venice will be opened to them; moreover, half the youth of this place are running wild after military adventure, and leaving trades, professions, employments, &c.; and though perhaps their consumption may not be much on the general trade of the place, still it is a main reason why things in commerce are at this moment stagnant. Numerous other reasons might also be adduced to show why at this moment it is extremely difficult to make a clear, distinct, intelligible commercial report on the trade of Lombardy; but in the meantime I will proceed to state that I had not omitted to address on the 25th October last an official letter to the Governor requesting the Superintendent of the Customs might be instructed to favour me with as detailed a report on the commercial affairs of Lombardy as it was in his power to afford me; but I regret to state that although I have repeatedly renewed the application through the late Vice-Governor Cavaliere Zoppi, both personally and in writing, I am still without this document, and therefore obliged to compile my report as I best can from the private sources of which I have been able to avail myself, and for which I am mainly indebted to the kindness and civility of parties whose respective replies to the same set of queries (as per progressive numbers) will be found annexed.

I have merely further to mention, that in the course of the last conversation I had with the late Vice-Governor, Cavaliere Zoppi, complaining of not having received the report above-mentioned from the Custom-house, he candidly confessed that in the present state of that department, and the manner in which their books are kept, it was positively impossible to pick out and make up a statement of exports and imports showing amounts, quantities, and values, and considering that both are comprised in those of Genoa, it would, after all, be of little or no use. Before concluding, however, I would venture to remark that a most able article on the commerce of Piedmont and its resources appeared in the "Times" newspaper of the 24th December last from "their own Correspondent" at Turin, who seems to have had access to some Government office, whence he has derived statistics which bear all the appearance of exactitude; but though these have no particular reference to Lombardy, the reasoning on the commercial prospects of both parts of Italy is so good that I would respectfully suggest a reference to the article in question.

Wherefore, regretting it has not been possible to compile a more satisfactory document, I have, &c.

(Signed) L. C. OTWAY.

Inclosure.

Queries and Answers respecting the Commerce of Lombardy.

Question 1.—It is desired to be ascertained if the commerce between Lombardy and England, and *vice versâ*, has assumed a more lively, active, and profitable appearance since the annexation, or if the result be the reverse?

Answer No. 1.—There is no doubt whatever that since the annexation of Lombardy to Piedmont the trade between England and Lombardy has become more active, and will become more so still so soon as the political question be set at rest, and that the prospect of the future becomes certain, and be not disturbed by fear of war or internal dissensions.

The actual improvement is mainly owing to the reductions which have been effected in the Custom-house Tariffs, and the principles of free trade on which the financial measures of the Italian Government are framed, following the example of what has been done and is still doing in England.

Answer No. 2.—After 1848 the Austrian Government by its Tariff took off every prohibition, substituting in lieu thereof duties highly protective, especially for manufactures of the German Provinces of the Empire, such as those of cotton, wool, iron, and not a few others.

The import trade, therefore, from foreign States into Lombardy, except with the countries of the Zollverein, with whom a Treaty had been concluded, was very much interrupted, and became extremely limited, especially with England, and was principally carried on by contraband.

After the annexation, and the publication in Lombardy of the Customs Tariff, existing in the ancient provinces of Piedmont, with very moderate duties in comparison with the preceding Austrian Tariffs, and particularly since the Tariff last published and even modified for some months, the commercial relations with foreign countries, England included, assumed a much more lively and more active attitude, and everything seems to conduce to the hope that when once the political condition of Italy shall be solidly established and systematized, the commerce of the Peninsula, and of Lombardy in particular, with foreign countries, will continue to extend itself, and that England will, in unison with other States, participate therein in proportion as the quality of its merchandize is more or less good, and to their especial attitude and renown in certain produce at relative prices.

Question 2.—In what particular branch has there been much fluctuation?

Answer No. 1.—The articles which have been most favoured by the new Custom-house tariff, and whose importation from England has experienced a sensible increase, are, printed cottons, water and mule twist, warps, prints, shirtings, velveteens, velvets, woollen stuffs; all objects of cotton wool which Great Britain furnishes to Italy, and which since the annexation have, as one may state, almost doubled the importance of the arrivals: consequently, this question may be answered by saying, that the change has been most decidedly favourable to the trade with Great Britain.

Answer No. 2.—The answer to this query evidently may be inferred from those which may be made to the inquiries which follow.

Question 3.—In export trade from Lombardy to England, raw silk has, till within some few recent years, been the principal in point of amount, though it would appear to have diminished since the opening of China, whose silk now supersedes the Milanese in London markets. Has this circumstance produced a diminution in the quantity grown?

Answer No. 1.—The improvement introduced for some years in the "throwing" ("filatura") Chinese and Asiatic silks, and in the "winding" them off to render them into organzines and trams, has now so generalized their rise and consumption, that they at present compete so successfully with the silks of Lombardy in the English markets, that it is a fact that the export of raw silk from Lombardy to England—once one of the principal sources of its consumption—has become very insignificant, and limited only to those parcels which some few houses, either for objects of speculation or their own consumption, if manufacturers, cause to be yearly prepared in Lombardy for their own account.

The deficiency in the export for England has not been caused by any variation in the quantity produced of this noble article in Lombardy; and had it not been for the malady which has prevailed for several years past in this country, and deprives many of the landed proprietors of a large part of that rich produce, the labours of the agriculturalists, who spare neither expense nor labour to augment so advantageous a produce, would have been rewarded with most fruitful harvests.

Answer No. 2.—It is really a fact, established by the statistics of some years, that the export of raw and even worked silks, in trams and organzines, for England, has been reduced to one-eighth of what was the medium exported there for the ten years from 1846 to 1856, the period in which it reached its highest value.

After 1856 the price of Lombard silks, like those of the other provinces of Italy, assumed limits so exaggerated, that manufacturers were obliged to apply themselves, for the ordinary wants of their trade, to making common stuffs from other kinds of coarser material; and in fact, Chinese, Bengal, Bruscan, and Japan silks were introduced into the manufactures in substitution of Lombard silks of secondary quality, because too dear.

As was easy to be foreseen, once introduced, the practice of use, manufacturers learnt by experiments to render these silks capable of yielding the same stuffs; and this is the true and principal cause why the import of Lombard silks into England has almost ceased, for it is now reduced to some few bales of tram and organzines of classic or special merit, but in such miserable scarcity that it hardly merits being taken into consideration.

In regard, however, to the question of merit between the Chinese and Lombard silks, it is now difficult to solve it, since for some years past the produce of Lombardy has been in an abnormal state from the reigning malady, and the damaged quality of the seed of every race and derival.

However, it is worth remarking, that whenever we may return to a florid state of original production, it will still be in a state to compete as to price, quality, and perfection in the system of throwing with any oriental silk; and even England will return to augment the consumption, although it may never reach its primitive importance, because the employment of Chinese silks *in genere* will not cease, it having succeeded so well in the manufacture of superior stuffs as well plain as worked, where the fineness and scrupulous regularity of thread was not necessary.

This diminution in the expedition of Lombard silks to England has not influenced in any way on the raising of the silk worm in Lombardy; for they have constantly endeavoured, and are still endeavouring, to increase the produce of silk in Lombardy by every means in their power, since there is no lack of markets for its consumption besides those of London.

Question 4.—Chinese silk has been imported into Lombardy from England, and employed in manufacturing of silk stuffs. Has it produced beneficial or opposite results?

Answer No. 1.—Raw and thrown Chinese silks are introduced into Lombardy to be worked or thrown into organzines or trams, and many manufacturers introduce into their establishments those varieties they find necessary for that kind of work; in consequence of which it may be, that though the produce of indigenous silk may be scarcer, the silk-workers or throwers of Lombardy always find a resource in the Chinese silks; and if, on the question of the import of these last, it may be considered an injury, from the competition it produces in the sale of the indigenous silk, on the other hand, the advantage of affording labour and profit to industry in the transforming it into organzines and trams for the use of the manufactories, it may on the analysis be found, that Lombardy has derived more profit than loss.

Answer No. 2.—Has merged his answer to this query into the preceding one.

Question 5.—Are English-manufactured silks for ladies' dresses brought into retail trade in large quantities, and do they clash with Milanese manufacture?

Answer No. 1.—The importation of silk stuffs for ladies' dresses and other uses from England into Lombardy cannot have been very extensive, since the high price of the English stuffs compared with those of France or Lombardy, would have rendered the quantity imported for that especial purpose so small, that it certainly could never have been detrimental to the manufactories of Lombardy.

Auswer No. 2.—Silk stuffs for the use of females or ladies are generally imported from Lyons, either because they are better executed than the English, or because they are in better taste and cheaper.

Of late years, and one might almost say as far back as 1853, many dresses called "printed foulards," and many silk handkerchiefs for men, bearing also the same name, were imported from England. From that period they have commenced introducing foulards, so-called "fancy foulards," that is, worked and adorned by "filugellos," by a machine commonly called "a fancy."

As these articles were extremely cheap—that is, being from 30 to 50 per cent. cheaper than others—and being very showy, with lively designs and in good taste, they easily superseded the English; and although they had not their solidity, they have been preferred, and their sale continues.

The same may be said of men's silk handkerchiefs, although the consumption is much diminished, as they are gone out of fashion.

An article which was very much imported from England was "moire antique," black and coloured, for ladies' dresses—a manufacture which was almost exclusively English, and brought by them to great perfection. For some years past they have brought the manufacture of this article to great perfection in Lyons, so much so as to compete with the English in beauty, and surpass it in cheapness.

The same has happened with Irish poplins, a mixture of wool and silk, for ladies' dresses, which were formerly exclusively of English make, but are now very well imitated at Lyons, and being cheaper, are preferred by customers. We conclude, therefore, that in silk stuffs, England has of late years imported into Lombardy much less than formerly; and that because the silk stuffs, whereof she had previously been almost the exclusive producer, had been imitated by the French at much cheaper prices, and consequently more convenient for the consumer.

The more moderate duties imposed by the Tariff since the annexation being common to all foreign countries, cannot influence the relations between them, since these depend on the circumstances of the quality and price of the merchandize, as before explained, and in articles of luxury, such as silk stuffs greatly in fashion and taste.

The Lombard manufactories of silk stuffs, whose labour is very superior in plain and even worked silk stuffs, are suffering in consequence of the diminution in the quantity of silk dresses worn, on account of their heavy cost; and perhaps even French silks are more sought after from their novelty in design and fashion, but it is not to be imagined they can be prejudicial to the English silk stuffs.

Question 6.—Articles of hardware of Sheffield and Birmingham manufacture, such as cast and worked iron, and cutlery in all its various branches, were almost prohibited by the excessive duties under the Austrian rule. Are they of more extensive import under the new régime?

Answer No. 1.—The English articles of manufacture of Sheffield, Birmingham, &c., viz., that of cutlery in all its various branches, surgical instruments, &c., now enter at a very low duty, and their import into Lombardy cannot but increase.

Answer No. 2.—Under the late Austrian dominion there was no importation into Lombardy of articles of worked or cast iron coming from England, or even of other articles of hardware, of pen, table, or other knives, scissors, sewing and other needles, &c., on account of the more moderate price at which they could be had from Russia; and besides, they enjoyed the benefit of the exceptional duty under the Zollverein Treaty.

Razors have, however, always been obtained from England, as those of Prussia and France cannot compete with those of England for quality and price.

As regards surgical instruments, and other mechanical instruments serving more or less for surgical purposes, their importation from England, or from France, has depended and still does depend, on the place of discovery, or of the manufacture of the machine—of the perfection of its operation, and of the quality of its component material.

Under the new régime, the favour conceded by the Zollverein Treaty having ceased, the duties have been sensibly diminished, and rendered equal for all foreign States; consequently the importation from England of the aforesaid articles ought materially to increase: the same favour granted by the Zollverein Treaty to their articles, extending to Austrians, no longer offering any obstacles.

Question 7.—And the same query with regard to the manufactured and printed cottons and calicoes of Manchester, Glasgow, and Paisley, and of their mule and water twists of the various qualities, as also of the linens, cambrics, shirtings, and sheetings of Belfast and of Scotland, as well as the various cloth and woollen goods of the Yorkshire manufacturing districts, as well as the finer cloths for gentlemen's coats, &c., of the western counties of England; Nottingham laces and manufactures of that kind; groceries, such as the various kinds of sugars, both raw and crushed, and in loaf; coffees and, in fact, all other colonials; iron, lead, copper, in bulk and bars, and sheet of all the different qualities; tin plate and block-tin; zinc, indigo, cochineal; and, in fact, drugs and medicines in general,

Answer No. 1.—The same may be said of all other rticles enumerated in this query. Since the Tariff of he old provinces of Piedmont, introduced also into ombardy directly after the annexation, and since nodified in regard to many articles by successive reluctions of the entrance duty, has extended to this rovince, the consumption of English merchandize has increased ?] in a proportion which may be said lmost to triple that under the Austrian régime; and o show this, it may be sufficient to glance at the numer of steam and sailing packets from British ports, nd especially from London and Liverpool, which bring English merchandize of every description to Genoa, rom whence a very large proportion is now sent to Lombardy, and which are now more than tripled.

Another proof of the lightness of the import duties may be adduced from the circumstance, that the contraband traffic, whereof the Austrian Customs complained so greatly, and which now would be much more easy of effecting than it was then, has now almost entirely ceased, since those who formerly carried it on no longer find it profitable; and the cessation of this evil to commerce and to finance cannot but produce good effects for the future, and extend more widely the sentiments of morality so necessary in commercial relations.

The only article which has suffered any diminution are laces, and the manufactures of Nottingham; not that the import duty for introduction into Lombardy is too high, but because the consumption has much diminished, or almost ceased, from the variations of fashion, which now prefers the finer articles, which are obtained from France and Belgium.

Answer No. 2.—Since the annexation, and on account of the much diminished duties on the free importation from Vienna and other provinces of the Austrian monarchy, and of the particular countries favoured by the Zollverein Treaty, the introduction of English cotton goods has considerably increased, as soon as the oscillation, or, to speak more clearly, the loss in the paper currency at Vienna may be reduced, if it be possible, to more equal proportions, the speculator of the present day being tempted to profit by it, especially on such articles as the hand-work or labour co-operates in equal ratio with the raw material in the manufacture.

The printed calicoes of Manchester and Glasgow, having the enviable privilege of their cheapness, will come still more efficaciously into consumption as soon as the cause just mentioned shall have been removed, that being the only reason why the above goods of Vienna make are used in this country.

As regards cotton twists in their numerous denominations, the import is certainly doubled, the spinning-mills of our State not sufficing for the extraordinary wants of the manufacturers, chiefly owing to the wants of the army for what relates to dress, such as for shirts, linings, drawers, &c.; our Government having for some time past adopted the French and English systems of providing all these under-garments of the best cotton stuff.

The linen articles of Belfast have, for some time past, taken the place of similar articles of Austrian manufacture called "tele creas;" and even this branch of Irish industry cannot but prosper more abundantly in this country, especially for fine qualities, whilst for inferior ones there is an opinion, that those of the manufacture of this country are more solid.

Shirtings may be considered comprised in the cotton goods already discussed. Sheetings, however, are not yetintroduced with full efficacy, although there is no doubt but that their excellent quality, united to the advantage of their having no seam, will render the consumption of finer sorts more extensive, this country's manufacture providing the inferior.

As regards woollen goods, the produce of Yorkshire is in great request. There are innumerable articles brought from Bradford, Leeds, and Halifax, orleans, coburgs, paramattas, common cloths, bearers, Scotch lastings, superfine and common cloths and kerseymeres for pantaloons, blankets and carpets, are all articles which are appreciated and important as well as imported.

France and Belgium, however, produce articles which are considered finer, and of better taste.

In general, the affairs in the aforesaid articles of English, Scotch, and Irish manufacture are increasing daily more and more, as much in consequence of the intelligence with which treated, as for the unattainable cheapness and relative superiority of the articles produced.

It is not so, however, wiih lace and other manufactures of Nottingham. For some years past, the introduction into Lombardy of similar articles has been decreasing, and now is remarkably diminished, not so much on account of the duty, which is now very light, as because most of these articles have gone out of fashion, and, therefore, their rise and consumption is next to nothing.

Medicinal substances have always been obtained, without regard to quality, either from the place of produce, or from the ports of either Trieste or Genoa, even under the Austrian dominion, but since the annexation from Genoa, or from the markets of England or Holland, according to the arrivals or sustainability of price.

The same system has always been, and is still practised, for colouring materials, such as dye-woods, which actually reach this from their origin through the port of Genoa. If these materials are prepared (worked), then they cause them to come from the ports of England, Holland, or France, according to circumstances. Colonials, such as coffees and sugars in the raw and natural state, are introduced into the port of Genoa direct from their places of origin.

Refined and powdered sugars, that is, loaves and crushed, are imported from Holland, England, and even America.

The import of these refined sugars into Lombardy is now greatly increased, not so much on account of the annexation and of the new Tariff, as because the refinery which existed in Milan for many years has ceased.

Finally, other aromatics and drugs are introduced from England or Holland as they arrive from the Dutch or English settlements.

Indigo forms a very extensive branch of commerce of a rich mercantile house in Milan, the representative of which goes every year to make his purchases in very large quantities in Holland, principally at Amsterdam, and only in very rare cases (when he cannot succeed in getting sufficient) does he go to Havre, and sometimes to England.

The various qualities of iron—raw, sheet, in bars, round, square, &c.—were heavily charged in the Austrian Tariffs. Little of it was then imported into Lombardy from England, and that was mostly cast-iron.

Since the annexation and the new Tariff, the duties being moderate, and, on the other hand, the free introduction of Austrian iron from Styria and Carinthia having ceased, the importation from England has much increased to the serious prejudice of our Lombard production, in consequence of the lower prices, although (in various sorts) English iron is of inferior quality to ours.

Copper, under the Austrian régime, used to come from the mines of Agordo, in Istria; now it is provided from the mines of Tuscany and Sardinia.

Lead has always been provided from Spain.

In general, the metals which are sent from England (with the exception of tin plates, which, being no longer admitted free from Austia, come from England) are but in small quantities.

Question 8.—Guano, is it imported and used much, and for what?

Answer No. 1.—Lombardy is so rich in pasture, and so well provided with cattle, that it obtains from them the manure required for its agriculture; and guano is, therefore, only introduced in very small quantities, and quite as an exception.

What little is used in Lombardy is provided from Genoa, where depôts exist, which are imported direct from Peru.

Answer No. 2.—It is only recently that the use of guano in Lombardy for manure has been commenced; but the experiments hitherto made have not been very successful. This material does not suit our land in general; and besides that, Lombardy being very rich in cows and bullocks can provide with more utility animal manure.

Guano arrives, however, at Genoa from the places where originally produced.

> *Question* 9.—Please to insert and enumerate any other articles of import from England, and of large consumption, which may have been omitted or escaped the attention of the drawer up of the present?

Answer No. 1.—The replies to the antecedent queries have answered this by enumerating the principal articles of import from England to Lombardy, and it would be difficult, if not impossible, to enumerate others.

Answer No. 2.—There are no articles to add to those pointed out in the relative question, not having remarked any omission.

> *Question* 10.—Besides raw silks what are the principal branches of export from Lombardy to England?

Answer No. 1.—The only article of export from Lombardy to England is cheese, viz., that so called "in grain" and Parmesan. It is, however, difficult to precise its quantity, and the duty thereon is so slight there (in England) in consideration of the value as not to be worth suggesting a reduction.

Answer No. 2.—Silk, as well raw as thrown or worked into organzines and trams, is in fact the principal, the most extensive, and the richest article of Lombardy.

Some of its provinces, such as those of Cremona, Brescia, Lodi, and Crema, produce a large quantity of flax, but, although some years since large parcels were exported, now there is not enough grown for the manufactories erected in the country.

Lombardy generally produces in ordinary years sufficient quantity of the various kinds of grain for its own consumption, but it finds an easy debit for any surplus in the nearest foreign States, such as Switzerland, France, &c.

The same may be said of the other produce of Lombardy, that is, cheese commonly called "grain" or Parmesan, a most delicious article, never imitated, and the special produce of Lombardy; and the meat (pork) made into sausages of various kinds. Both these articles are exported, but it is not thought that England has a great demand for them; at any rate if any be sent there, it must be in very small and inconsiderable quantities, the consumption in the interior and in the neighbouring States being quite equal to the supply.

> *Question* 11.—Rice is an article of extensive cultivation; is much of it sent to England, and from what port?

Answer No. 1.—Rice is in fact an article much cultivated in Lombardy, but principally serves for local uses, though certainly a considerable quantity is exported into Switzerland and Southern Germany, but it does not appear that much of it finds its way to England, where, in fact, its use is much less, and besides it would have to bear competition with Carolina rice of inferior quality and cheaper price.

Answer No. 2.—On much land in Lower Lombardy, where the irrigation is abundant, rice is cultivated with great success, both the quantity and superior quality. To England (where the use of rice is limited, and the want provided for by Carolina, or some other part) none is sent hence, although from the habitual and great use made of it in the interior, it has no need of opening a market for itself at a distance, and if any at all be sent away it is only to the nearest parts of Switzerland, and perhaps a small quantity to Marseilles.

> *Question* 12.—Can you point out any diminution or any alteration in the amount of duties, or in their perception, or any in the Custom-house regulations with reference to the trade of Lombardy with England, which could be suggested to the British Government to be token into consideration?

Answer No. 1.—Having thus passed in rapid examination the articles of Lombardy imported into England, it does not seem that any of them are charged with heavy duties there, consequently there would appear to be no necessity for suggesting any modifications.

Answer No. 2.—In conclusion, as far as the products for export from Lombardy to England the Tariff and Customs regulations of England are sufficient and offer no impediment or difficulty, as the entry into England is not surcharged. It would therefore be quite unnecessary to submit to the consideration of the English authorities any suggestions of diminution of duty, or alteration of existing Custom-house regulations with a view to increasing the commerce of the Lombardy produce in England, where, whenever there may manifest itself an increased taste or fashion for any of them, there would be no obstacle to complying with the requirement, if the prices offered were equivalent and left such a margin as is the mainspring of all commercial relations.

[Answers No. 1 bear no date, but were received on the 31st December, 1860. No. 2 bear date 2nd January, 1861, but were delivered on the 5th.]

(Signed) L. C. OTWAY.

NAPLES.

Report by Mr. Bonham, British Consul at Naples, on the Trade, &c., of that Port during the Year 1860.

THE year 1860 has been a most inauspicious one for commerce: the extraordinary political changes, and military operations of which Southern Italy has been the theatre during the greater portion of that year, having for the time, if not absolutely stopped, at least seriously impeded commercial operations, and, to a very great extent, diverted the attention of the country from all industrial pursuits.

At the commencement of the year, owing to short crops in the preceding season, all descriptions of provisions were scarce and dear. The crops of the ordinary articles of export, viz., oil, silk, &c., had proved equally deficient; these two causes combined, impoverishing the inhabitants of the country, tended greatly to diminish the demand for all imports, save those of provisions.

The import of corn had been declared free, and some was imported; but generally there was much distress. With the view, apparently, of relieving trade, and changing the system of restrictions and prohibition to which it had been so long subjected, a Royal Decree was published on 1st March, establishing a considerable reduction in the import duties on some articles, principally metals; similar reductions were extended to a further category of articles by Decree of 15th March, and these were still further extended by Decree of 1st May. Additional duty was, however, imposed on olive oil, with a view to check exportation. Owing to political causes time was not allowed for these reductions to produce any effect on general trade.

On the 2nd April, the bell of the Convent of Gancia, in Palermo, announced the outbreak of the revolution; on the 11th May, General Garibaldi landed at Marsala; and on the 31st of the same month, the royal troops capitulated at Palermo. From that time the ordinary coasting trade with Sicily was interrupted, and the agitation always increasing, and spreading from Sicily the continental portion of the Kingdom of the Two ilies, checked in a great measure, all commercial irs. In regard to shipping the case was different; ge quantities of coal were purchased by the Neapo- n Government in Malta, and some in England, and umber of vessels, including many Maltese, were rtered to bring it to this country, large depôts being ned at Naples and at Reggio. Maltese vessels were chartered by the Neapolitan Government, and ployed for some time in bringing cargoes of salt n Trapani to Naples, and other ports of the conti- t, whilst all available steamers were taken up by Government to carry troops, stores, and ammunition lifferent parts of the Calabrian coast, then threatened descent of insurgents from Sicily. All this caused h activity and employment in the port of Naples.

Ieanwhile, on the 25th June, a Constitutional Govern- nt had been proclaimed by Decree of His Majesty ncis II.; but the excitement caused by events in ly had become so great, and the suspicion of bad h on the part of the King was so strong, that this cession had not the effect of tranquillizing men's ds, or putting an end to a desire for change government. On the 25th June, the export of er was prohibited; at this time the exchange (on at Britain) had run up to 604 grani per £ sterling, and silver coin was hardly to be procured, but after this prohibition, silver (there is no gold currency in Naples) again made its appearance.

On the 19th August, General Garibaldi landed at Melito, in Calabria, detachments of his army having already landed at different points on the coast; a few days sufficed to place him in possession of the large government stores and depôts at Reggio, and he commenced his march to Naples. The ferment throughout the country was great, and trade of course wholly interrupted. On the night of the 7th September, His Majesty Frances II. quitted Naples; on the morning of the 8th, General Garibaldi entered the city, and assumed the direction of affairs, as Dictator of the Two Sicilies. On the 24th, a Decree of the Dictator proclaimed the Sardinian Customs Tariff as applicable, with few exceptions, to imports and exports in the provinces of Southern Italy. The government offices throughout the country had, however, become so greatly disorganized by the change of government, that importations by contraband are supposed to have been carried on to a great extent up to the end of the year.

The amount of customs receipts, according to returns in the official journal, show the following results for the months of September and December, 1860, as compared with the corresponding months of 1859.

	September, 1859.		September, 1860.		December, 1859.		December, 1860.	
	$	£	$	£	$	£	$	£
Receipts on Imports ..	362,485	62,497	130,368	22,477	287,320	49,538	189,852	32,733
„ Exports ..	48,668	8,391	33,365	5,752	100,106	17,259	37,804	6,518
Total ..	411,153	70,888	163,733	28,299	387,426	66,797	227,656	39,251

he increased communication with Genoa, however, given occupation to a large number of steamers, h English and Sardinian, and the activity in shipping continued throughout the year. The harvest of 0 is stated on the whole to have been good; but withstanding this, prices of provisions have become remely dear, and throughout the provinces, all ounts concur in representing the distress of the rer classes as most severe, and no work to be had. ing, doubtless, in great measure to this distress, and number of unemployed people, disbanded soldiers others, throughout the country, the roads in the interior are generally insecure, and agrarian outrage of frequent occurrence.

It is hoped that by the inauguration of public works, and especially by employing the people in making and improving roads in country districts, some alleviation may speedily be given to the present distress, and security re-established; whilst at the same time, by improving and facilitating internal communication, the resources of the country will be developed, and its general prosperity increased. The Returns of British shipping at Naples during the year 1860 give the following results, as compared with the years 1858 and 1859.

	ENTERED.								
	1858.			1859.			1860.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Steamers	59	35,492	1,727	66	41,675	1,834	102	51,680	2,551
Sailing Vessels ..	166	28,842	1,413	132	23,905	1,148	176	33,401	1,626
Total ..	225	64,334	3,140	198	65,580	2,982	278	85,081	4,177

s showing an increase in 1860 over 1858 of els 53, tonnage 20,747, and crews 1,037; 1859, els 80, tonnage 19,501, and crews 1,195.

he average tonnage of the steamers is less than last r, some small steamers having been employed in the ting trade, that is, to and from this port, Genoa, Leghorn. The line of large English steamers mentioned in my report of 24th March, 1860, as established to run between New York and various Mediterranean ports, including Naples, has been discontinued.

A comparative view of the cargoes brought by British vessels during the last three years shows the following results:—

Description of Cargo.	1858.			1859.			1860.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Iron	68	9,895	529	28	4,434	234	26	3,400	179
Coals	46	12,661	496	48	12,265	480	69	17,795	748
Salt Fish	36	3,975	258	35	4,134	262	47	5,723	367
Timber	..	..	..	1	230	10	..	..	..
Wheat..	..	..	..	4	941	52	2	629	25
Ballast..	..	..	..	4	1,101	64	1	121	6
Soda	..	..	..	1	98	6	..	..	..
Sulphur	..	..	..	1	292	10	1	183	8
Salt	..	..	..	..	..	..	17	3,777	195
Clay	..	..	..	..	..	..	2	160	11
General	75	37,803	1,857	76	42,085	1,864	113	53,293	2,638
Total	225	64,334	3,140	198	65,580	2,982	278	85,081	4,177

The shipments of oil from Gallipoli during the last year, as compared with the three years preceding, were as follows:—

	1857.	1858.	1859.	1860.
	Tuns.	Tuns.	Tuns.	Tuns.
To Great Britain	4,417	6,162	4,373	7,773
France	915	198	301	235
Russia	3,472	1,279	879	1,051
Germany	167	139	..	..
Austrian Ports	239	21	125	166
Coastwise	443	433	221	375
Turkey	..	..	139	..
Holland	..	192	150	139
Roman States	..	..	20	..
Total	9,653	8,424	6,208	9,739

The shipments from Gallipoli appear from these returns to have been much more considerable during 1860 than in the previous years, notwithstanding the short crops of 1859 and 1860, but it is to be remarked that the stock of oil in store at Gallipoli on 1st January, 1861, amounted to only 4,100 tuns, against 10,000 tuns on 1st January, 1860, and 12,000 tuns on 1st January, 1859. Owing to the anticipated rise in the export duty a larger quantity was shipped early in the year.

JAPAN.

Despatch from Mr. Alcock, Her Majesty's Minister in Japan, inclosing Reports from Her Majesty's Consuls at Nagasaki and Kanagawa.

H.M.'s Legation, Yeddo,
April 26*th*, 1860.

Referring to my despatch of the 21st February last, enclosing trade reports from the three Japanese ports, and to the concluding paragraphs of my despatch of the 6th March, touching upon the trade already entered into, and our commercial prospects in connection with the political aspect of affairs here, I have now the honour to inclose the shipping and trade returns of Nagasaki and Kanagawa, together with a covering despatch from Mr. Consul Morrison, containing some further information upon the trade generally.

I have not thought it necessary to go to the expense of publishing these returns in the *North China Herald;* any information they convey can add nothing to the knowledge possessed in China, and on the spot, by those having any interest in the trade, nor in other respects can these returns be considered as anything better than an approximative estimate of exports and imports. The largest export from Kanagawa has been gold kobangs, of which there is no return whatever. The general result is all that is really valuable or interesting, and may be summed up in a very few words.

A sum of not less than 1,000,000*l.* sterling has in all probability been turned in less than twelve months, and generally with large profit. As the further result of the first year's experience it may be safely affirmed that there is no market for imports of European manufactures, nor is it probable that any considerable demand will arise under any circumstances for a long period, if ever; Japan in this respect is even more independent of such supplies than China, having been more perfectly isolated, and her people being more ingenious and expert.

In exports there are all the elements of a large, profitable, and elastic trade, to the expansibility of which it is difficult to affix a limit. In dried edibles for the Chinese market (animal and vegetable), in tea, silk, wax and oils for the home markets; and lastly in minerals—sulphur, copper, lead, gold, silver, and coals, there is abundant scope for capital and commercial enterprise. The chief obstacle to any rapid extension of trade does not lie so much in limited supply, for a very short time would suffice in such a populous country, and with existing facilities for the application of labour, to increase the supply of the soil to meet enlarged demands, as in the political system of the Government. These obstacles are the more formidable that all the ruling classes in Japan are opposed on principle and conviction to a large extension of trade, and believe that it can only tend to the impoverishment of the country, the subversion of order, and the downfall of the empire. The development of which trade may reasonably be expected to take therefore, is obviously far less dependent on the national resources of the country, than the political conditions controlling these, and all commercial transactions with its people.

(Signed) R. Alcock.

NAGASAKI.

Report by Mr. Morrison, British Consul at Nagasaki, on the Trade of that Port during the year 1859.

Adverting to my despatch of the 2nd ultimo, inclosing a return of British shipping trading at this port during the year, to December 31st, 1859, I beg leave to report that I have made every endeavour to obtain reliable information as to the value of the import and export trade, but without success.

But as stated in the report which I had then the honour to forward, the entire imports, or with very trifling exceptions, consisted of goods conveyed to Shanghae, and thence re-exported to this country, the greater portion to this port; I have thus been enabled to trace the quantities of British goods imported into Japan, and have now the honour to enclose a statement of the same.

These goods have been imported in British, American, and Dutch vessels; but principally in the former: had they, however, been conveyed entirely in British ships, or entirely in the ships of any other country, neither fact would be any evidence of the proportion of British or other capital employed.

Thus supposing to be procurable the exact values of all cargoes, inwards and outwards, conveyed in British ships, such would be no criterion by which to estimate the amount of British trade. The occupation of British ships here is at present entirely in a carrying trade, and the cargoes may or may not represent British capital. The most elaborate statistics therefore, founded on such data, could not but be otherwise than entirely deceptive.

The enclosed return, however, while shewing, I think somewhat correctly, the quantities of British goods imported into Japan, does no more. Sapanwood, Chinese medicinal herbs, indigo, vermilion, &c., have been largely imported, while the exports of Japanese produce have certainly exceeded the imports in value. This would have been the case to a much larger extent, but for the want of a currency in which to pay for produce, and the obstructions created by the authorities to free trade in certain articles, particularly copper and two articles of great consumption in China, Awabee, and Ericko (bìche-de-mer, and a species of dried shell-fish), supplied under contract to the Chinese only.

I was informed by the Vice-Governor to-day, that the duties on foreign trade last year, at this port, amounted to about $70,000; and I took occasion to urge how much the customs receipts would be increased by encouraging instead of restricting trade; while the direct tendency of the demand for Japanese produce was to benefit proportionably the labouring classes of the country.

Time will doubtless give the Japanese experience of this, when we may hope for improvement in their commercial system.

STATEMENT of Manufactured Goods and Metals imported into Japan from Shanghae, between 1st July and 31st December, 1859, with estimated Values.

Description of Goods.		Quantities.	Estimated Value.		Total.	
			$	c.	$	c.
Grey Shirtings	pieces.	21,750	3	50	76,125	0
T Cloths	,,	875	3	0	2,625	0
Fancy Cottons	,,	6,076	5	0	30,380	0
White Shirtings	,,	3,100	4	0	12,400	0
Dyed Cottons	,,	7,144	4	50	32,148	0
Printed Cottons	,,	15,049	5	0	75,245	0
Chintz	,,	8,620	2	0	17,240	0
Handkerchiefs	dozens	15,347	1	0	15,347	0
Drills (American)	pieces	10,850	4	50	48,825	0
Velvets & Velveteens	,,	1,209	10	0	12,090	0
Long Ells	,,	8,791	12	0	105,492	0
Spanish Stripes	,,	303	30	0	9,090	9
Camlets	,,	1,076	25	0	26,900	0
Woollen and Cotton Stuffs	,,	152	10	0	1,520	0
Blankets	,,	2,716	4	0	10,864	0
Spelter	piculs	3,004·33	10	0	30,043	30
Tin Plates	boxes	100	8	6	800	0
Quicksilver	piculs	75·59	70	0	5,291	30
Total		..	..		512,425	60

Equal (at 5*s*. per dollar) to £128,106 8*s*.

RETURN of British Shipping at the Port of Nagasaki, from the 13th June (establishment of Consulate) to the 31st December, 1859.

Name of Vessel.	Official Number.	ARRIVED.					DEPARTED.				
		Tonnage	Number of Crew.	Date of Entry.	Where from.	Nature of Cargo.	Tonnage	Number of Crew.	Date of Clearance.	Where bound.	Nature of Cargo.
Elizabeth and Ann	12,910	359	14	June 17	Shanghae	Ballast	359	14	July 18	Hong Kong	Sundries.
Egmont	23,220	764	24	,, 20	Ditto	Ditto	764	24	,, 14	Shanghae	Seaweed, Isinglass, &c.
Neva	15,392	120	18	,, 21	Ditto	Sundries	120	18	June 24	Ditto	Sundries.
Dona Anita	21,177	456	15	,, 22	Ditto	Ballast	456	15	July 27	Ditto	Seaweed, &c.
Remi	11,978	322	14	,, 22	Ditto	Sundries	322	14	June 26	Ditto	Ballast.
Tung-Yu	19,186	1,136	29	,, 23	Ditto	Ballast	1,136	29	July 6	Ditto	Coals.
Loch Lomond	24,321	533	22	,, 23	Ditto	Sapan Wood, &c.	533	22	June 25	Kanagawa	Original Cargo.
Cambalu	1,294	499	20	,, 23	Ditto	Ballast	499	20	July 27	Shanghae	Ballast.
Carthage	17,185	500	55	,, 25	Ditto	Sundries	500	55	June 28	Kanagawa	Sundries.
Hellespont	31,592	445	60	,, 27	Ditto	Ballast	445	60	,, 28	Shanghae	Seaweed, &c.
Zephyr	32,707	148	48	,, 29	Ditto	Ditto	148	48	July 1	Ditto	Oil.
Nora	32,560	165	17	,, 29	Ditto	Ditto	165	17	June 30	Kanagawa	Sundries.
Bride of the Seas	714	516	16	,, 30	Ditto	Sapan Wood, Chinese Medicines, &c.	516	16	Sept. 6	Shanghae	Seaweed, &c.
Starlight	1,257	366	22	July 1	Ditto	Ballast	366	22	July 23	Hong Kong	Sundries.
Eliza Mary	19,148	126	12	,, 7	Ditto	Ditto	126	12	,, 9	Shanghae	Ballast.
Marmora	7,250	363	15	,, 9	Hong Kong	Water-casks, Potatoes, &c.	363	15	Sept. 9	Hong Kong	General.
Remi	11,978	322	22	,, 11	Shanghae	Ballast	322	22	July 12	Shanghae	Ballast.
Elizabeth Ann	7,378	562	18	,, 18	Ditto	Ditto	562	18	Oct. 4	Hong Kong	General.
Carthage	17,185	500	55	,, 19	Kanagawa	Ditto	500	55	July 21	Shanghae	Ballast.
Spray	41,179	255	20	,, 22	Hong Kong	Ditto	255	20	August 5	Ditto	General.
Dennis Hill	12,355	348	14	August 1	Shanghae	Cloves, Sapan Wood, &c.	348	14	,, 11	Kanagawa	Manchester Goods, Chinese Medicines, &c.
Henry Ellis	33,338	412	20	,, 3	Ditto	Ballast	412	20	,, 11	Shanghae	Seaweed, Mushrooms, &c.
Cockatrice	41,183	153	8	,, 8	Hong Kong	Chinese Medicines, &c.	153	8	Sept. 26	Foochow	General.
Carthage	17,185	500	55	,, 6	Shanghae	Ballast	500	55	August 8	Kanagawa	Ballast.
Ditto	17,185	500	55	,, 20	Kanagawa	Ditto	500	55	,, 23	Shanghae	Sundries, Seaweed, &c
Azoff	7,509	476	120	Sept. 5	Shanghae	Sundries	476	120	Sept. 7	Ditto	Crape, &c.
Carthage	17,185	500	55	,, 5	Ditto	Ditto	500	55	,, 5	Kanagawa	Sundries.
James Hartley	12,896	480	65	,, 8	Ditto	Ballast	480	65	,, 14	Shanghae	General.
Henry Ellis	30,338	412	20	,, 10	Ditto	General	412	20	,, 24	Kanagawa	Ditto.
Carthage	17,185	500	55	,, 17	Kanagawa	Ballast	500	55	,, 17	Shanghae	Ballast.
Azoff	7,509	476	120	,, 19	Shanghae	General	476	120	,, 24	Ditto	General.
Pruth	24,672	363	30	,, 20	Ditto	Ditto	363	30	Dec. 12	Ditto	Ditto.
Lord Clarendon	15,495	273	12	,, 26	Ditto	Ditto	273	12	Oct. 20	Ditto	General, Seaweed, &c.
James Hartley	12,896	480	65	Oct. 1	Ditto	Indigo, &c.	480	65	,, 8	Ditto	General.
Azoff	7,509	476	117	,, 7	Ditto	Sundries	476	117	,, 11	Ditto	Ditto.
Nerbudda	24,096	428	21	,, 7	Ditto	General	428	21	Nov. 18	Ditto	Ditto.
Carthage	17,185	500	55	,, 8	Ditto	Ditto	500	55	,, 14	Kanagawa	Ballast.
Nora	32,560	165	17	,, 17	Ditto	Ditto	165	17	,, 3	Shanghae	Seaweed, &c.
Glengariff	1,750	404	15	,, 19	Ditto	Sapan Wood	404	15	Oct. 26	Kanagawa	Ballast.
Azoff	7,509	476	97	,, 24	Ditto	General	476	97	,, 26	Shanghae	General.
Catherine	25,939	607	16	,, 24	Ditto	Sapan Wood	607	16	Nov. 26	Hong Kong	Ditto.
Emma	32,405	121	12	,, 26	Ditto	General	121	12	Oct. 31	Shanghae	Seaweed and Fish.
Lord Clarendon	15,495	273	12	,, 26	Put back	Ditto	273	12	Dec. 12	Ditto	General.
Syrian	35,144	228	14	,, 27	Shanghae	Ditto	228	14	Nov. 18	Ditto	Ditto.
Carthage	17,185	500	55	,, 31	Kanagawa	Ballast	500	55	,, 1	Ditto	Seaweed, &c.
Loch Lomond	24,321	533	20	Nov. 2	Ditto	Sapan Wood, &c.	533	20	Dec. 14	Hong Kong	Coal, &c.
Collingwood	5,818	270	14	,, 7	Shanghae	General	270	14	,, 5	Shanghae	General.
Azoff	7,509	476	97	,, 8	Ditto	Ditto	476	97	Nov. 11	Ditto	Ditto.
Emily Smith	...	141	10	,, 17	Hong Kong	Sapan Wood, &c.	141	10	Dec. 8	Hong Kong	Ditto.
William Gillies	9,189	475	16	,, 24	Shanghae	General	475	16	,, 28	Shanghae	Seaweed & Sundries.
Azoff	7,509	476	97	,, 27	Ditto	Ditto	476	97	Nov. 30	Ditto	General.
Nora	32,560	165	17	Dec. 9	Ditto	Ditto	165	17	Dec. 22	Ditto	Ditto.
Emma	32,405	121	16	,, 13	Ditto	Ditto	...	...	In port.		
Marmora	7,250	363	16	,, 14	Hong Kong	Ditto					
Azoff	7,509	476	117	,, 29	Shanghae	Ditto					
Total	...	22,004	2,061	...	... ...	... ...	21,044	1,912			

Arrived—with Cargo, 25 ships of 13,009 tons; in Ballast, 20 ships of 8,995 tons. Departed—with Cargo 43 ships, of 1,609 tons; in Ballast, 9 ships of 303 tons.

Further Report by Mr. Morrison, on the Trade of Nagasaki for each half of the year 1859.

In continuation of my despatches of this year, respecting the trade of this port for 1859, I have now the honour to forward two statements shewing the exports hence for each of the half years to 30th June, and 31st December respectively.

These statements may be relied on, the particulars having been obtained from the books of the Shanghae Custom-house.

An import trade which may be estimated at about 150,000*l.*, and an export trade of upwards of 200,000*l.*, (the greater proportion undoubtedly British, during the first half year since the operation of the Treaty), is a condition not at all unsatisfactory, in the face especially of the great disadvantages touched upon in the inclosed.

Exports during the half-year to 30th June, 1859.

Description.		Quantities.	Value.
			$
To Shanghae—			
Beeswax ..	piculs	54	1,350
Bicho-de-Mar ..	,,	377	18,850
Brooms ..	packages	1,000	1,300
Candles ..	piculs	60	600
Camphor ..	,,	97	1,164
Cassia ..	,,	77	385
Copper ..	,,	5	125
Cotton Printed Goods	pieces	3,200	3,000
Coals ..	tons	5,000	25,000
Dried Fish ..	piculs	2,335	18,680
Flax ..	,,	4	20
Flour ..	,,	130	260
Fungus ..	,,	9	18
Ginger ..	,,	3	9
Gensing ..	,,	367	128,611
Hemp Cloth ..	pieces	549	1,647
Leathernware ..	piculs	4	8
Japan Root ..	,,	75	375
Isinglass ..	,,	1,151	38,775
Mushrooms ..	,,	226	6,780
Muscels ..	,,	28	420
Gall Nuts ..	,,	1,150	5,250
Vegetable Oil ..	,,	4,786	23,930
Paper ..	,,	180	1,800
Peas and Beans ..	,,	4,180	6,270
Rice ..	,,	13,546	20,319
Raw Silk ..	,,	366	109,926
Seaweed ..	,,	61,561	307,805
Sharks' Fins ..	,,	10	126
Silk Piece Goods ..	pieces	12,000	36,000
Soy ..	piculs	562	1,686
Vermicelli ..	,,	459	1,377
Vegetable Wax ..	,,	3,469	34,190
Wheat ..	,,	5,537	8,305
			804,061
To Hong Kong, say ..	..	..	40,000
To England—			
Wax, Silk, &c. (in three ships)		..	260,000
Total ..	.. ..	..	$1,104,061

Equal (at 5*s.* per dollar) to £276,015 5*s.* sterling.

Exports during the half-year to 31st December, 1859.

Description.		Quantities.	Value.
			$
To Shanghae—			
Seaweed ..	piculs	60,983	406,500
Mushrooms ..	,,	1,636	49,080
Raw Silk ..	,,	178	53,400
Silk Piece Goods	pieces	21,082	42,164
Gensing ..	piculs	63	22,000
Copper ..	,,	1,208	30,200
Sharks' Fins ..	,,	110	1,500
Gall Nuts ..	,,	1,102	5,510
Coals ..	tons	2,300	10,925
Wheat ..	piculs	3,459	3,459
Peas ..	,,	5,088	5,088
Cotton Goods ..	pieces	26,400	19,800
Isinglass ..	piculs	720	18,000
Cupia Buds ..	,,	56	560
Beeswax ..	,,	16	460
Cuttle Fish .. Shrimps .. Cockles .. Muscels ..	,,	5,985	53,865
Rape Seed ..	,,	2,465	3,700
Rape Oil ..	,,	2,050	8,200
Bicho-de-Mar ..	,,	1,759	43,975
Japan Root ..	,,	260	1,300
Vegetable Wax ..	,,	662	6,620
Camphor ..	,,	523	5,230
Tea ..	,,	2,150	12,900
Hemp ..	,,	100	500
Timber ..	,,	..	6,000
Miscellaneous ..	,,	..	15,000
			835,926
To Hong Kong, say ..	..	..	44,500
Total ..	.. ..	..	$870,436

Equal (at 5*s.* per dollar) to £276,015 sterling.

I also inclose a statement of the exports from Kanagawa to Shanghae during the half year to 31st December, deeming that such may prove of interest. Though the contrast between the inclosed statements is much in favour of Nagasaki, it is the opinion of merchants here that Kanagawa is in many respects much better situated both as regards exports, and in its position for the distribution of imports to the country, and will benefit accordingly until the opening of the port of Kiago, which will doubtless become the principal mart for foreign trade.

KANAGAWA.

Exports from Kanagawa to Shanghae during the half-year ending 31st December, 1859.

Description.	Quantity.	Description.	Quantity.
	Piculs.		Piculs.
Seaweed	29,328	Peas and Beans	12,184
Mushrooms	109	Japan Root	108
Raw Silk	1,439	Vegetable Wax	1,017
Silk Piece Goods, Crape, &c.	12,187	Tea	1,900
Gensing	40	Printed Cottons	13,782
Copper	433	Isinglass	356
Sharks' Fins	286	Dried Shell Fish	1,914
Gall Nuts	979	Vegetable Oil	15,316
Flour	166	Bicho-de-Mar	34

Return of British Trade at the Port of Kanagawa, from the 1st July, 1859.

Name of Vessel.	Date of Entry.	Tonnage	Where from.	Nature of Cargo.	Value of Cargo.	Date of Clearance.	Where bound.	Nature of Cargo.	Value of Cargo
					$				$
Carthage	July 2	500	Nagasaki	... ...	...	July 31	Nagasaki	... ...	... ...
Countess of Seafield	,, 5	491	Shanghae	General	4,998 00	Sept. 17	Hong Kong	Peas, &c.	4,973 20
Nora	,, 13	130	Nagasaki	Ditto	901 75	July 28	Hakodate	General	1,983 00
Loch Lomond	,, 17	500	Ditto	Sapan Wood	4,983 00	Oct. 19	Shanghae	... ...	1,086 00
Koh-i-noor	,, 24	303	Shanghae	General	879 00	Sept. 6	Ditto	General...	4,536 60
Troas	,, 26	630	Ditto	... ...	...	August 3	Ditto	... ...	... ...
Carthage	August 12	500	Nagasaki	... ...	...	,, 16	Nagasaki	... ...	... ...
Spray	,, 17	400	Hakodate	... ...	...	,, 20	Hong Kong	... ...	... ...
Troas	,, 19	630	Shanghae	... ...	...	Sept. 14	Shanghae	General: Japanese produce...	22,302 40
Dennis Hill	,, 27	349	Nagasaki	General	461 25	Nov. 8	Hong Kong	Ditto	9,067 40
Rémy	Sept. 1	322	Shanghae	Ditto	2,752 15	Sept. 6	Ditto	... ...	772 40
Carthage	,, 10	500	Ditto	Ditto	1,955 00	,, 13	Nagasaki	General...	10,553 80
Georgiana	,, 20	...	Ditto	... ...	...	Oct. 19	Shanghae	Oil	13,173 20
Henry Ellis	October 7	412	Ditto	... ...	18 25	Nov. 14	Ditto	General...	25,538 60
Carthage	,, 18	500	Nagasaki	... ...	50 00	Oct. 25	Ditto	Silk	67,349 20
Dayspring	,, 27	430	Shanghae	General	747 25	Nov. 8	Hakodate	... ...	... ...
Troas	,, 27	630	Hakodate	... ...	...	,, 1	Shanghae	... ...	... ...
Chreisis	,, 29	434	Shanghae	... ...	...	,, 18	Ditto	General...	73,830 00
Glengariff	Nov. 9	404	Ditto	... ...	...	Jan. 1	Hong Kong	Peas, &c.	14,489 00
Carthage	,, 15	500	Ditto	... ...	...	Nov. 27	Shanghae	Silk	86,152 00
Troas	,, 20	630	Ditto	... ...	...	Dec. 7	Ditto	General...	2,731 80
Koh-i-noor	,, 20	303	Ditto	General	3,627 15	,, 17	Ditto	Ditto	4,880 00
Rémy	Dec. 7	322	Ditto	... ...	201 00	,, 17	Ditto	Silk	53,610 60
Excelsior	,, 8	462	Ditto	General	158 50	,, 21	Ditto	General...	24,478 60
Henry Ellis	,, 19	412	Ditto	Ditto	650 45	,, 30	Ditto	Ditto	39,828 40
Dayspring	,, 27	430	Hakodate	... ...	...	Jan. 14	Hakodate	... ...	... ...
Total ...	... ...	11,130	... ...	... ... $	223,982 75	... ...	... ...	... ... $	461,386 20

The preceding returns have been compiled from information received from the Japanese Custom-house, and from books kept at this office; the value given is that which paid duty. The reduction of the Mexican dollar into sterling has been made at the exchange of 4*s.* 2*d.*

A very considerable quantity of treasure has been imported from China, but the amount is unknown. A great quantity of Japanese gold coin has been exported to China, but the value is unknown.

A SYNOPTICAL TABLE of the Import Trade from Foreign Countries at the Port of Kanagawa, from the 1st of July, 1859, specifying the Description and Quantities of Commodities, as well as their Estimated Value, and distinguishing the National Character of the Ships in which they were imported.

Commodities.		Quantities and in what Ships Imported.			Aggregate Quantities Imported.	Estimated Value in Sterling, at 4/2 Exchange.		
		British.	American.	Dutch.		£	s.	d.
Drills	piculs	20	15	..	35	269	7	1
Brandy	cases	20	..	..	20	15	12	6
Sheetings	bales	147	..	..	147	592	1	8
Jeans	,,	90	36	..	126	437	10	0
Nails	kegs	25	25	..	50	23	6	8
Spanish Stripes	bales	54	21	..	75	1,613	10	10
Sapanwood	piculs	800	..	1,065	1,865	777	1	8
Glass	boxes	..	20	35	55	119	7	6
Sundries	cases	..	..	260	260	1,670	4	2
Woollen Manufactures	bales	43	52	80	175	2,660	12	6
Medicines	packages	42	..	51	93	1,770	16	8
Glasswork	boxes	6	..	36	42	875	0	0
Ivory	lbs.	..	..	393	393	140	16	8
Nautical Instruments	cases	..	..	4	4	635	8	4
Books	dollars	..	..	900	..	187	10	0
Cloves	piculs	70	..	..	70	121	0	10
Spelter	,,	690	374	..	1,064	1,575	0	0
Vermilion	boxes	15	..	..	15	108	6	8
Prussian Blue	piculs	10	..	..	10	66	13	4
Cotton Manufactures	bales	640	130	150	920	2,045	16	8
Rattan	piculs	800	..	700	1,500	937	10	0
Zinc	,,	600	..	..	600	680	4	2
Tin	,,	63	..	..	63	95	0	0
Indigo	bags	79	..	..	79	475	0	0
Steel	cases	..	5	..	5	22	18	4
Mangrove Bark	piculs	630	170	..	800	151	13	4
Gypsum	,,	740	160	..	900	187	10	0
Fancy Goods	boxes	..	..	3	3	156	5	0
Tumeric	piculs	78	..	..	78	89	11	8
Total		..	..	..	.. £	18,500	16	3

(The value given has been obtained from the importers.)

A SYNOPTICAL TABLE of the Export Trade to Foreign Countries at the Port of Kanagawa, from the 1st of July, 1859, specifying the Description and Quantities of Commodities, as well as their estimated Value, and distinguishing the National Character of the Ships in which they were exported.

Commodities.		Quantities and in what Ships Exported.			Aggregate Quantities Exported.	Estimated Value in Sterling, at 4/2 Exchange.		
		British.	American.	Dutch.		£	s.	d.
Red Beans	piculs	3,862	1,931	..	5,793	981	5	0
Sheet Copper	,,	128 47	50	..	178 47	450	0	0
Manufactured Copper	,,	600	210	..	810	3,268	15	0
Cotton Manufactures	boxes	..	140	..	140	821	17	6
Gensing	,,	36	..	..	36	652	1	8
Fish	piculs	620	..	230	850	970	16	8
Medicines	,,	261 46	175	20	456	545	16	8
Mushrooms	,,	193	..	..	193	291	13	4
Oil	,,	4,834	8,540	230	13,604	7,557	13	2
Peas	,,	9,820	3,670	..	13,490	5,620	16	8
Silk Manufactures	pieces	300	..	..	300	1,394	11	8
	boxes	..	51	..	51			
,, Raw	piculs	1,959	95	235	2,289	93,520	16	8
Seaweed	,,	8,937	..	..	8,937	3,723	15	0
Isinglass	,,	65 43	27	..	92 43	320	16	8
Wax, Vegetable	,,	514	..	..	514	559	11	8
Lacquer Ware	boxes	..	146	..	146	805	11	0
Porcelain	,,	..	46	..	46	145	16	8
Shells	piculs	180	60	..	240	50	0	0
Potatoes	,,	..	315	..	315	48	6	8
Tea	,,	219	123	..	342	677	10	0
Rapeseed	,,	756	314	..	1,070	296	17	6
Amabic	catties	80	..	..	80	3	10	10
Irico	,,	60	..	..	60	3	2	6
Gramm	piculs	240	130	..	370	106	3	4
Gall Nuts	,,	65	..	..	65	48	6	8
Coïr	,,	..	39	..	39	11	0	10
Total		..	..	..	.. £	122,875	13	4

This return, if compared with the export duties, will appear rather high, which arises from the duty-return obtained from the Custom-house not being correct.

LISTS of Products exported at the Port of Kanagawa, with rise of Prices in the last six months

Articles.		Price per Picul, June, 1859.			Price per Picul, December, 1859.			Articles.		Price per Picul, June, 1859.			Price per Picul, December, 1859.		
	per	Itzeboos.		Itzeboos.	Itzeboos.		Itzeboos.		per	Itzeboos.		Itzeboos.	Itzeboos.		Itzeboos.
Raw Silk ..	cattie	5	to	6	9	to	14	Peas & Beans	cattie	2½	to	3	4	to	6
Rapeseed ..	„	3	„	..	4	„	6	Gensing ..	„	5	„	12	12	„	20
Oil	„	8	„	..	12	„	14	Tea	„	..	„	..	25	„	50
Seaweed ..	„	..	„	..	2	„	27	Mushrooms..	„	60	„	..	..	„	120
Copper ..	„	23	„	24	60	„	80	Isinglass ..	„	60	„	..	80	„	90
Iron	„	8	„	..	13	„	..	Shells ..	„	3	„	..	3	„	..
Wax	„	27	„	..	27	„	29	Gall Nuts ..	„	12	„	..	20	„	..

NOTE.—These prices calculated in itzeboos, are payable in Mexican dollars; if paid in itzeboos, they are accordingly cheaper. The Mexican dollar at itzeboos 311

MAROCCO.

Report by Mr. Green, British Vice-Consul at Tetuan, on the Trade of Marocco during the year 1859.

THE general trade of Marocco during the past year shows a slight falling off, as compared with that of 1858.

The value of imports at the Marocco ports during 1858 and 1859 was—

	£	s.	d.
In 1858..	706,664	10	0
1859..	567,062	17	0
Decrease in 1859 ..	£139,601	13	0

The value of exports during the same period was—

	£	s.	d.
In 1858..	666,223	18	0
1859..	508,472	3	6
Decrease in 1859 ..	£157,751	14	6

This decrease in the imports and exports is, however, considerably reduced by the facts, that immediately after the declaration of war by Spain against Marocco, in October last, the Barbary trade was completely paralysed; and that the unsettled state of the country, consequent on the death of the late Sultan shortly before the breaking out of hostilities, has already, comparatively, put a stop to all commercial transactions, thus curtailing the period during which an active trade was carried on in 1859 to about eight months.

MECKLENBURGH-SCHWERIN.

ROSTOCK.

Report by Mr. Schultze, British Vice-Consul at Rostock, on the Trade of that Port during the year 1859.

REVIEWING the past year, relatively to its effects on the trade and the general condition of this country, it is evident that one cannot look with much satisfaction upon the same, and that it has proved in many respects dangerous and detrimental, and in others paralyzing for trade, and by no means answering the expectations which were entertained at its commencement. At first it was the war which threatened dangers for trade and industry, and which proved pernicious for the first half year, by alarming the minds, shaking confidence, and holding capital away from all enterprize; an extension of the war over half Europe being anticipated almost by the whole mercantile world.

Afterwards, when peace was restored, more confidence and spirit returned; but then the cholera broke out in a not before experienced degree, and threw the minds back into terror and dismay, so that during the three months during which it raged business was scarcely thought of. The whole country was thrown into a state of stupor and languor. When that at last had passed, the Diet of the two Duchies of Mecklenburgh had to follow, for which questions of deep material interest were proposed for deliberation and conclusion, and for which great hopes were entertained; but the result of that Diet was also more to disappoint the minds than to cheer and lighten them. The two most important objects which were pending at the Diet were again, as last year, the alteration of the Customs' Duties, and the construction of a railroad from Rostock to Stettin. The latter is connected with the first, so far as it had been decided in the last Diet that the railroad could not be constructed before the Customs' Duties were altered. It was therefore attempted by the Governments of Strelitz and Schwerin, with persevering tenacity, to carry the alteration of the Customs' Duties this time, by proposing a small fiscal duty to be levied on all imports on passing the frontiers; and, besides, a direct income tax for the merchants alone, to cover the expected outfall in the revenues. Everybody expected the Government would this time meet with success; but though the Diet has some thirty years acknowledged the untenableness and destructiveness of the present system of duties for trade and industry, the members of the Diet, this time the feudal party, or the nobility, jealous of their privilege to remain almost untaxed, have not found it advisable to approve of the Government plans, and the whole question is again rejected, and the transactions thrown back to the state in which they were thirty years ago.

Mecklenburgh, with its old Diet, has proved again to be one of the most conservative lands on earth, in which even a general approved reform cannot be carried. Every reform meets with the resistance of either the Government, or the knights or barons, or the delegates of the towns or boroughs; and as an appeal to the people in general, by dissolving one of the States' bodies, is not possible, it remains always as it was, and progress almost made impossible. A general dissatisfaction and cry of indignation went over the whole country, and the agitation which was already going on for an abolition of the Diet, and for a restoration of the representative Constitution of 1850, is augmenting, and the difficulties of the Government are increasing. It is expected and hoped that an extraordinary Diet will be convoked ere long.

Trade, under such circumstances, has not been flourishing during the year; credit in the interior is shaken and diminishing, and losses to bad debtors have een very frequent. Besides the market for almost all oods has been on the decline. Corn, the chief article f commerce, has been rather fluctuating in price; ut during the whole year the tendency has been ownward, and scarcely at any period has a small rise een established in the prices, so that upon the whole osses are pretty general even upon these articles.

In quantity, however, the exportation of corn seems o have increased. From this port were exported last ear:—

	Lasts.	Scheffels.	Quarters.
Wheat	3,378	$82\frac{11}{12}$	108,925
Rye	319	77	4,157
Barley	430	43	5,596
Oats	26	..	364
Buck Wheat ..	10	$77\frac{3}{8}$	141
Peas	40	92	532
Malt	315	37	4,100
Rapeseed ..	165	91	2,157
Linseed	..	66	9
Total ..	4,683	$562\frac{1}{4}$	125,981

nd 6,000 centners of flour, in 177 vessels, against 00,245 quarters, in 160 vessels in the preceding year.

Of the 177 vessels, 129 laden with wheat and flour vere directed towards England; and of these 9 only vere of the British flag. The remaining 120, mostly f the Mecklenburgh and of some other foreign lags. The other articles of export from this port vere of little importance, consisting of oil cakes, attle-bones, etc.; as wool, butter, and cattle (the other hief products of this country) are all sent by the railroad either to Hamburgh or to Berlin; the greater art finding its way to England, over Hamburgh.

The total export of wool from the two Duchies of Mecklenburgh amounts still, as for the last twenty ears, to about 150,000 stones, of 21 lbs., or 3,150,000 bs. Hamburg weight.

The total export of cattle from the two Duchies has een last year, after having deducted what has been mported, 645 horses, 2,627 horned cattle, 896 calves, 7,411 sheep, and 43,159 swine.

The total export of corn from the two Duchies on nland navigation, railroads, &c., amounts to at least as much as is exported by the two seaports.

Of the total exports by sea 83 per cent. falls upon Rostock, and only 17 per cent. upon Wismar.

The imports by sea have remained unaltered, as always chiefly consisting of coals, coffee, sugar, rice, and treacle, and some iron, salt, herrings, and slates from England.

Of these imports 60 per cent. falls upon Rostock, in 122 vessels, and 40 per cent. upon Wismar.

Manufactures are either drawn from Hamburgh or the interior of Germany, Berlin, &c.; but of British manufactures the British cotton and woollen worsted goods are always still preferred, and come from Hamburgh.

The ship-owning business has also been suffering the last year. When the war broke out many owners would not let their ships go to sea, as the insurers would not sign against molestations of war; and the other owners who risked the danger found also insufficient reward, as freights were low, and goods not sufficiently offering under the uncertain situation. As the ship-owning business is the most important and prevailing for this port, the resolution of the Bremen shipowners, to move for protection or security of private property at sea in times of war, found much sympathy here, and a petition to promote that purpose has been submitted to the Government; but it appears that the agitation will subside in this as in many other projects in Germany.

In spite of the bad conjunctures for shipowners the mercantile fleet of this port has increased a little during the year.

From 344 vessels, of about 42,237 lasts burden, it has increased to 351 vessels. Of these 338 are measured to 41,683 lasts, and reckoning the other 13 to 3,000 lasts, gives 44,683 lasts, or 134,049 tons ships burden; inclusive of 2 large and 3 small steamers, for Rostock, at the end of 1859, against 126,711 tons at the end of 1858.

The number of vessels belonging to Wismar has decreased. There were last year 50 vessels, of 5,184 lasts burden; of these two have been lost, and none built, so that their number is reduced to 48 vessels, of about 4,957 lasts, inclusive of two large steamers, or 14,871 tons, for Wismar, at the end of 1859, against 15,552 tons at the end of 1858.

Of the 545 vessels which arrived at Rostock last year, 164 were in ballast; and of the 618 which departed even 334 had only ballast to carry.

Return of British Shipping at the Port of Rostock in the Year 1859.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							CLEARED.						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
8	...	8	741	...	741	45	9	...	9	761	...	761	40

Indirect or Carrying Trade in British Vessels from and to other Colonies.

ENTERED.								CLEARED.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Lubeck	...	4	4	...	379	379	18	Prussia	...	3	3	...	358	358	23

Return of British and Foreign Shipping at the Port of Rostock in the Year 1859.

Nationality of Vessels.	ENTERED.									CLEARED.								
	With Cargoes.			In Ballast.			Total.			With Cargoes.			In Ballast.			Total.		
	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.
British	8	741	45	4	379	18	12	1,120	63	9	1,120	40	3	358	23	12	1,120	63
Danish	114	...	...	...	...	...	114	...	...	116	5,263	...	...	...	...	116	5,263	...
Dutch	23	...	...	...	...	...	23	...	...	22	1,606	...	...	...	...	22	1,606	...
Hanoverian	22	...	...	...	...	...	22	...	...	24	1,050	...	...	...	...	24	1,050	...
Mecklenburgh & Rostock	250	...	...	...	...	...	250	...	...	306	49,506	...	...	...	...	306	49,506	...
Norwegian...	22	...	...	...	...	...	22	...	...	21	970	...	...	...	...	21	970	...
Prussian	32	...	...	...	...	...	32	...	...	46	3,708	...	...	...	...	46	3,708	...
Russian	4	...	...	...	...	...	4	...	...	6	860	...	...	...	...	6	860	...
Swedish	66	...	...	...	...	...	66	...	...	65	4,230	...	...	...		65	4,230	...
Total	541	711	45	4	379	18	545	1,120	63	618	68,313	40	3	358	23	618	68,313	63

Return of the Imports at the Port of Rostock in the Year 1859.

Articles.	From Great Britain, in Vessels averaging 220 Tons.	From France, in Vessels averaging 200 Tons.	From Russia, in Vessels averaging 240 Tons.	From Holland, in Vessels averaging 60 Tons.	From Belgium, in Vessels averaging 60 Tons.	From Sweden and Norway, in Vessels averaging 200 Tons.	From Hanse Towns, in Vessels averaging 60 Tons.	From Holstein and Denmark, in Vessels averaging 40 Tons.	From Prussia, in Vessels averaging 100 Tons.	From Hanover, in Vessels averaging 60 Tons.	Total Number of Vessels.
Coals	82	..	..	..	..	..	..	2	..	..	84
Piece Goods ..	21	1	28	4	6	..	30	1	4	..	95
Salt	5	..	..	..	..	..	..	..	..	..	5
Iron..	7	..	..	..	..	4	..	..	..	..	11
Ballast	42	1	..	10	14	4	16	65	10	2	164
Slates	2	..	..	..	..	..	..	..	..	..	2
Herrings	2	..	..	..	..	26	..	..	..	..	28
Lime Stones ..	..	..	..	..	..	2	..	16	..	..	18
Lime	..	..	..	..	..	9	..	..	..	..	9
Tar	..	..	..	..	..	..	2	..	..	..	2
Timber	1	..	2	..	..	49	..	..	6	..	58
Linseed	..	..	1	..	..	..	..	..	..	..	1
Seed Corn	..	..	..	..	..	..	..	5	..	..	5
Rape Seed	..	..	..	..	..	..	..	..	2	..	2
Oats..	..	..	..	..	..	..	..	..	1	..	1
Rye	..	..	..	..	..	..	..	2	..	..	2
Flour	..	..	..	..	..	..	..	..	1	..	1
Victuals	..	..	..	..	..	..	..	16	..	..	16
Chalk	..	..	..	..	..	..	..	..	1	..	1
Sugar	..	..	..	..	1	..	..	..	3	..	4
Stoneware	1	..	..	..	..	..	..	..	..	..	1
Shipinventary ..	..	..	..	..	..	..	..	1	..	..	1
Wine	..	4	..	..	..	..	..	..	..	..	4
Tiles	..	..	..	..	8	..	..	..	..	..	8
Rice..	..	..	..	..	..	..	..	5	..	..	5
Bran	..	..	..	..	..	..	..	..	2	..	2
Fruits	..	..	..	..	..	..	..	1	..	..	1
Ice	..	..	..	..	..	1	..	..	..	..	1
Gypsum	..	1	..	..	..	..	..	..	..	..	1
Rails	1	..	..	..	..	..	..	..	..	..	1
Empty	..	..	..	..	..	..	1	10	..	..	11
Total.. ..	164	7	31	14	29	95	49	124	30	2	545

Return of the Exports at the Port of Rostock in the Year 1859.

Articles.	Quantity.			To Great Britain, in Vessels averaging 220 Tons.	To Russia, in Vessels averaging 240 Tons.	To Holstein and Denmark, in Vessels averaging 40 Tons.	To Hanse Towns, in Vessels averaging 60 Tons.	To Holland, in Vessels averaging 60 Tons.	To Prussia, in Vessels averaging 100 Tons.	To Sweden and Norway, in Vessels averaging 60 Tons.	To the Baltic, in Vessels averaging 200 Tons.	Total Number of Vessels.
	Foreign..		English.									
	Lasts.	scheff.	Quarters.									
Wheat	8,378	$82\frac{11}{12}$	108,925	126	..	..	..	3	..	..	..	129
Buck Wheat ..	10	77¾	141									
Peas	40	92	532									
Linseed		66	9									
Rape Seed ..	165	91	2,157	..	..	..	..	4	..	..	..	4
Rye	319	77	4,157	..	..	14	7	..	..	1	..	22
Barley	430	43	5,596	..	..	..	4	..	..	1	..	5
Oats	26	00	364	..	..	1	..	..	1	..	..	2
Malt	315	37	4,100	..	..	..	13	..	..	..	..	13
Bones	..		..	1	..	..	..	..	..	..	..	1
Herrings.. ..	..		..	..	..	2	..	..	3	..	..	5
Oil	..		..	..	..	..	3	..	..	..	..	3
Ballast	..		..	16	76	45	1	..	68	95	33	334
Piece Goods ..	..		..	..	27	..	8	..	1	..	..	36
Old Iron.. ..	..		..	..	..	1	..	..	7	..	..	8
Timber	..		..	..	1	..	1	..	..	1	..	3
Empty Casks ..	..		..	..	..	2	..	..	1	..	..	3
Oil Cakes.. ..	..		..	2	..	..	..	..	..	..	..	2
Vinegar	..		..	..	..	1	..	..	..	..	..	1
Flour	..		..	3	..	..	..	..	..	..	..	3
Tar	..		..	1	..	..	..	..	..	..	..	1
Salt	..		..	..	..	2	..	..	..	..	..	2
Potatoes	..		..	..	..	3	..	..	..	..	..	3
Coals	..		..	..	..	1	..	..	5	1	..	7
Machines.. ..	..		..	..	..	1	..	..	..	..	..	1
Succory	..		..	..	..	..	1	..	..	..	..	1
Guano	..		..	..	..	..	..	..	1	..	..	1
Furniture ..	..		..	..	..	..	..	..	1	..	..	1
Fruit	..		..	..	..	..	..	..	1	..	..	1
Empty	..		..	..	1	15	2	..	7	1	..	26
Total ..	9,688	86⅔	125,981	149	105	88	40	7	96	100	33	618

Report by M. Schultze, British Vice-Consul at Rostock, on the Trade of that District during the year 1860.

I beg leave to present in the following lines a report on the commerce of the seaports, and on the situation and progress of the country in general during the past year.

The general situation of the country is unaltered against last year; however, the prosperity of the landed proprietors, and even of the leasehold farmers, is increasing. The productiveness of the country, as far as agriculture is concerned, is rising; and as the prices of all agricultural produce, as cattle, butter, and corn, have been very high during the past year, the agricultural classes and proprietors are well satisfied. This is, however, only a small portion of the population; whereas the great mass of the population, the working and labouring classes, and especially the inhabitants of the small towns, are very poor, and suffering under the pressure of the high prices of food and lack of labour.

Much progress is not to be recorded in Mecklenburgh. It is only the one interest which rules all the others—namely, the agricultural. This is well developed, and finds sufficient encouragement and protection in all the institutions and laws of the country. Other interests are neglected, and find but little competition. Trade and commerce particularly can never get rid of their merely local character, as long as the country excludes itself from its surrounding neighbours by its exclusive and separating system of customs. In this respect a small step forward is done, as it has been resolved in the Diet last year to abolish the old system of customs, and the principle on which the customs shall be altered is agreed: but this principle which has been agreed to—namely, to design a new tariff of very low import duties, and to levy these duties on the frontiers, continues to exclude the country from its neighbours, and will scarcely be able to promote trade to any extent. Besides, the deliberations respecting the new tariff, and the laws appertaining thereto, can be much protracted still, as the feudal party in the Diet continues in strict opposition against all reform of the taxes. Though, therefore, the principle how the customs are to be altered is carried in the Diet, the final settlement of this question, on which thirty-five years had been already wasted, seems to lay in a far distant future.

Another question of material interest, which has occupied the mind some years, has also been advanced a little—namely, the projected railroad from Rostock, over Guistroro, to Brandenburg and Stettin, for which pecuniary assistance was granted by the Diet; so that nothing more is in the way of commencing the work than the concession of the Prussian Government for the prolongation of the road over the Prussian frontier to Stettin. This concession is, however, expected; though in some regions it is feared that, as the Prussian Government would urge the country to an annexation to the Prussian Customs' Union, it will make its concession for the railroad dependant on the condition that Mecklenburg should unite with the Prussian Customs' League; in which case the question will be adjourned, probably, as a strong party in the Diet is against nothing so adverse as against a union to that league. The industrious and commercial classes are for the same; but these classes have no influence.

The result of the trade of this country, as well the export as the import trade, as far as its narrow limits allow, seems to have been satisfactory during last year. The speculation for corn was animated during the whole year. The prices commenced to advance early in the spring, and continued to do so without interruption, steadily rising to the end of the year. It cannot therefore be doubted that all enterprise in that branch has remunerated well, and the merchants, as well here as in England, will have no cause to complain.

The quantity of corn exported from Rostock during the year 1860, was as follows:—

	Lasts.	Scheffels.	Quarters.
Wheat	10,459	94⅓	135,980
Rye	598	20	7,777
Barley	212	2	2,756
Oats	15	33	213
Peas	217	64¾	2,830
Linseed	3	72	49
Rape Seed ..	106	18	1,380
Malt	239	68½	3,116
Flour	130	48	1,696
Total ..	11,987	36½	155,797

Year.	Lasts.	Scheffels.
1860	11,987	36½
1859	9,688	86
1858	7,708	41
1857	11,840	27
1856	5,160	11½

The number of vessels which were employed to carry the above quantity last year was 210; of these 145 were bound for England, and of them 6 were of the British flag, and the other 139 of different flags, the greater part being Mecklenburgh. The other exports have been as usual, consisting in some oil-cakes, potatoes, cattle-bones, old iron, rags, herrings, &c., in 71 vessels, of which 10 were bound for England, with bones, oil-cakes, and oil. The imports have also been of the usual nature, and consisted chiefly in bulky articles; as coals, in 92 vessels, from England; iron, in 8 vessels, from England; piece goods, as coffee, sugar, treacle, and other general merchandise, in 25 vessels from England; together from England 134 vessels laden, and 34 in ballast; and altogether, from different countries, in 430 vessels laden, and 138 in ballast. All manufactures and finer articles are drawn over Hamburg and inland channels.

In Wismar 203 vessels have arrived altogether, and 195 vessels have departed from there. From England have arrived 64 vessels, mostly laden with coals, and to England have departed 23 vessels with corn. The quantity of corn exported from Wismar has been about 3,000 lasts, or 39,000 quarters. The importations by sea into Wismar have been the same as in Rostock, but only to the extent of one-third of that which is imported into Rostock.

For the shipowners the past year has been very fatal and disastrous. The freights have been generally low and very small; in most instances no dividends can be paid to the sharehelders. But what is worse, the storms in spring as well as in autumn have caused a great number of losses. In the last three years only 21 shipwrecks were recorded, whereas this year alone has 20 vessels for the two ports to register as lost. The loss of the whole Mecklenburgh fleet amounts this year to 5 per cent.; for Rostock alone only to 4½ per cent., but for Wismar, which has lost 4 of its 48 vessels, to 8½ per cent.

The number of vessels belonging to Rostock at the beginning of last year amounted to 351, to these have been added by new build 15, making 336, and of these 2 are sold and 16 lost, so that 348 remain over; of these 335 are measured to 42,012 lasts, and 13 are not yet measured.

The port of Wismar had at the beginning of last year 48 vessels, and has built 4, lost 4, and sold 1; and has therefore at the end of the year still 47, which are measured to 5,127 lasts.

The Mecklenburgh fleet decreased last year by 4 vessels, and the total burden has also decreased a little, but very immaterially. Adding them all together, gives for Rostock 335 vessels, measured to 42,012 lasts, and 13 vessels (not measured), taxed to 2,400 lasts, making 348 vessels, of 44,412 lasts; and for Wismar, 47 vessels, measured to 5,127 lasts, making a total of 395 vessels, of 49,539 lasts, or 147,617 tons; whereas the year before the total number was 399 vessels, of 148,920 tons.

Return of British Shipping at the Port of Rostock in the Year 1860.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							CLEARED.						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
7	1	8	614	99	713	34	6	...	6	557	...	557	26

Indirect or Carrying Trade in British Vessels from or to other Colonies.

ENTERED.								CLEARED.							
Countries whence arrived.	Number of Vessels.			Tonnage.			Number of Crew.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Lubeck	...	1	1	...	76	76	4	Prussia	...	3	3	...	232	232	12

Return of British and Foreign Shipping at the Port of Rostock in the Year 1860.

Nationality of Vessels.	ENTERED.									CLEARED.								
	With Cargoes.			In Ballast.			Total.			With Cargoes.			In Ballast.			Total.		
	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.
British	7	614	29	2	175	9	9	789	38	6	557	26	3	232	12	9	789	38
American	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...
Danish	151	...	...	...	...	...	151	...	...	153	7,406	...	...	...	...	153	7,406	...
Dutch	21	...	...	...	...	...	21	...	...	22	1,555	...	...	...	...	22	1,555	...
French	2	...	...	...	...	...	2	...	...	2	259	...	...	...	...	2	259	...
Hanoverian	32	...	...	...	...	...	32	...	...	24	1,114	...	...	...	...	24	1,114	...
Hanse Towns	4	...	...	...	...	...	4	...	...	4	119	...	...	...	...	4	119	...
Mecklenburgh & Rostock	222	...	...	...	...	...	222	...	...	263	42,731	...	...	...	...	263	42,731	...
Norwegian	30	...	...	...	...	...	30	...	...	27	1,240	...	...	...	...	27	1,240	...
Oldenburg	4	...	...	...	...	...	4	...	...	4	168	...	...	...	...	4	168	...
Prussian	57	...	...	...	...	...	57	...	...	42	2,366	...	...	...	...	42	2,366	...
Russian	13	...	...	...	...	...	13	...	...	14	1,359	...	...	...	...	14	1,359	...
Swedish	59	...	...	...	...	...	59	...	...	60	3,759	...	...	...	...	60	3,759	...
Total	603	614	29	2	175	9	605	789	38	621	62,633	26	3	232	12	624	62,865	38

Return of the Imports at the Port of Rostock in the Year 1860.

Articles.	From Great Britain, in Vessels averaging 200 Tons.	From France, in Vessels averaging 130 Tons.	From Russia, in Vessels averaging 240 Tons.	From Holland, in Vessels averaging 70 Tons.	From Belgium, in Vessels averaging 70 Tons.	From Sweden and Norway, in Vessels averaging 100 Tons.	From Hanse Towns, in Vessels averaging 40 Tons.	From Holstein and Denmark, in Vessels averaging 50 Tons.	From Prussia, in Vessels averaging 60 Tons.	From Hanover, in Vessels averaging 40 Tons.	Total Number of Vessels.
Coals	92	..	..	..	..	..	..	..	..	..	92
Piece Goods ..	25	..	27	10	8	..	41	1	3	..	115
Salt	4	..	..	..	..	..	..	..	..	..	4
Iron	8	..	..	..	..	3	..	..	..	..	11
Ballast	34	1	..	18	11	1	15	57	1	..	138
Cement	2	..	..	..	..	..	..	..	..	..	2
Guano	2	..	..	..	..	..	..	..	..	..	2
Slates	1	..	..	..	..	..	..	..	..	..	1
Herrings	..	..	..	..	..	34	..	..	1	..	35
Lime Stones ..	..	..	..	..	..	..	..	15	..	..	15
Lime	..	..	..	..	..	11	..	..	..	..	11
Tar	..	..	..	..	1	2	..	..	..	..	3
Timber	..	..	5	..	..	40	..	..	4	..	49
Hemp	..	..	1	..	..	..	..	..	..	..	1
Tiles	..	..	..	..	10	..	..	..	..	..	10
Tobacco	..	..	..	..	..	..	1	..	..	..	1
Victuals	..	..	..	..	..	..	1	4	..	..	5
Succory Roots ..	..	..	..	..	..	..	1	..	..	1	2
Sugar	..	2	..	..	..	..	1	..	..	..	3
Wine	..	3	..	..	..	..	..	..	..	..	3
Gypsum	..	2	..	..	..	..	..	..	..	..	2
Bark	..	..	..	..	..	..	..	..	2	..	2
Potatoes	..	..	..	..	..	1	..	..	5	..	6
Chalk	..	..	..	..	..	..	..	1	3	..	4
Turf	..	..	..	..	..	..	..	..	1	..	1
Pottery	..	..	..	..	..	..	..	..	1	..	1
Flag Stones	..	..	..	..	..	1	..	..	..	..	1
Treacle	..	..	..	..	..	..	..	1	..	..	1
Cheese	..	..	..	..	..	..	..	14	..	..	14
Seed Corn	..	..	..	..	..	..	..	11	..	..	11
Clinkers	..	..	..	..	..	..	..	1	..	..	1
Fish	..	..	..	..	..	..	..	4	..	..	4
Empty	..	..	..	..	..	..	2	15	..	..	17
Total.. ..	168	8	33	28	30	93	62	124	21	1	568

37 Vessels also arrived, having entered the port for refuge.

RETURN of the Exports at the Port of Rostock in the Year 1860.

Articles.	Quantity.		To Great Britain, in Vessels averaging 150 Tons.	To France, in Vessels averaging 120 Tons.	To Russia, in Vessels averaging 240 Tons.	To Holstein and Denmark, in Vessels averaging 30 Tons.	To Hanse Towns, in Vessels averaging 50 Tons.	To Holland, in Vessels averaging 60 Tons.	To Belgium, in Vessels averaging 70 Tons.	To Prussia, in Vessels averaging 80 Tons.	To Sweden and Norway, in Vessels averaging 120 Tons.	To the Baltic, in Vessels averaging 100 Tons.	Total Number of Vessels.
	Foreign.	English.											
	Lasts. scheff.	Quarters.											
Wheat ..	10,459 $94\frac{19}{48}$	135,980	141	1	1	2	..	8	..	..	..	..	153
Rye	598 20	7,777	..	..	..	12	19	1	1	..	5	..	38
Barley ..	212 2	2,756	2	..	..	..	..	..	..	..	..	..	2
Peas.. ..	217 $64\frac{3}{4}$	2,830											
Oats.. ..	15 33	215	..	..	..	..	..	..	..	1	..	..	1
Linseed ..	3 72	49											
Rape Seed ..	106 18	1,380	..	..	..	1	..	2	..	..	1	..	4
Malt.. ..	239 $68\frac{1}{2}$	3,116	..	..	..	..	8	..	..	..	..	..	8
Flour ..	130 48	1,696	2	..	..	..	2	..	..	..	..	..	4
Bones ..	..	..	6	..	..	..	..	..	..	..	..	..	6
Furniture ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Salt	..	..	..	..	1	2	..	..	..	..	..	..	3
Potatoes ..	..	..	..	..	..	8	..	..	..	..	..	..	8
Herrings ..	..	..	..	..	..	1	2	..	..	5	..	..	8
Oil Cakes ..	..	..	2	..	..	..	..	..	..	..	..	..	2
Oil	..	..	2	..	..	..	..	..	..	..	..	..	2
Ballast ..	..	..	3	..	72	35	1	..	..	47	72	35	265
Piece Goods .	..	..	..	..	27	..	9	1	..	1	..	..	38
Timber ..	..	..	..	..	..	1	3	..	..	..	..	..	4
Bolts ..	..	..	..	..	..	..	1	..	..	..	..	..	1
Bark ..	..	..	..	..	..	..	1	..	..	..	..	..	1
Succory ..	..	..	..	..	..	..	1	..	..	..	..	..	1
Tar	..	..	..	..	..	..	1	..	..	..	..	..	1
Old Iron ..	..	..	..	..	..	..	..	..	..	3	..	..	3
Shipinventary	..	..	..	..	..	..	..	..	..	1	..	..	1
Hemp ..	..	..	..	..	..	..	..	..	..	1	..	..	1
Coals ..	..	..	..	..	..	..	..	..	..	1	..	..	1
Fire Wood ..	..	..	..	..	..	1	..	..	..	..	..	..	1
Empty Casks	..	..	..	..	..	1	..	..	..	..	..	..	1
Empty ..	..	..	..	..	3	13	3	..	..	8	..	1	28
Total ..	..	..	158	1	104	78	51	12	1	68	78	36	587

37 Vessels also Departed, having entered the Port for Refuge.

MEXICO.

ACAPULCO.

Report by Mr. Jonson, late British Consul at Acapulco, on the Trade of that Port for the year 1859.

THE Custom-house receipts at Dukeson were as follows:—

Imports	$63,185	=	£12,637
Exports	10,710	=	2,142

Showing an increase in the revenue of 1,365*l.* over the past year. A correct estimate of the trade of this port cannot, however, be formed from these returns, for apart from the goods that are imported clandestinely, the duties when paid are generally compounded as heavy discounts; and in respect of exports, they only give $176,000 more or less: whereas the shipments of specie by steamers alone amounted to $1,000,000, and those by sailing vessels may at a moderate computation be taken at $200,000 more. The natural inference to be drawn from this discrepancy is, that large sums are shipped clandestinely; but while smuggling is doubtless carried on to a great extent, it is also true that the duties on a part of their shipments are paid in the interior, and do not consequently appear in the returns of this Custom-house.

The average prices of Indian corn during the year were as follows, viz.: lowest, 19*s.* 6*d.* per imperial quarter; highest, 43*s.* 6*d.* per imperial quarter, which, although exceeding the prices of 1858, have not borne heavily on the poorer classes of the community, owing to the steady demand for labour to which an increase in traffic has given rise.

A slight decrease is to be noted in the cotton crop just gathered, the yield being estimated at 16,000 quintals against 18,000 quintals last year. The price of this article may be quoted at 8*s.* 8*d.* per quintal, or 9 per cent. per £ sterling, at this port.

In shipping the returns show a large increase. The aggregate tonnage being 168,217 tons against 113,201 tons last year, which has arisen from an extra line of steamers from Panama to San Francisco, which however has recently been discontinued. The small proportion of British tonnage which they embrace would at first imply an absence of British trade; but it must be borne in mind that, although introduced in foreign bottoms, nearly the whole of the imports are of British manufacture, and that at least five-sixths of the specie exported is consigned to England.

The mail route from New Orleans to San Francisco, by way of the Isthmus of Tchuanlefee, has for the present been abandoned, owing to the failure of the Company; but there appears to be little doubt of its being resumed at a future period. In the meanwhile the mails from New York to San Francisco, by way of Panama, will on and after the 30th of June next be conveyed tri-monthly, instead of bi-monthly, as at present; the steamers leaving San Francisco on the 5th, 15th, and 25th, and New York on the 10th, 20th, and 30th of each month.

In conclusion, I may add that the trade of this port is gradually increasing, and that I have every reason to hope the returns for the present year will show a very respectable result.

MATAMOROS.

Report by Mr. Blacker, British Vice-Consul at Matamoros, on the Trade of that Port during the year 1859.

The importation duties paid during the past year were, without exception, those of the Vidauni tariff, with 40 per cent. discount: to these moderate rates the considerable increase in importations is to be attributed.

The duties are payable on the goods leaving the ports for the interior; those consumed in the ports are not subject to duties in virtue of the established "Zona libre" (free district).

Not above one-fifth part of said duties, or just sufficient to meet the expenses of the Custom-house, was paid in cash; the balance being covered by receipts given by the governors of the Federal party against forced or voluntary loans.

No English vessel arrived here in 1859, nor were any fees collected in this office during the same year.

With the exception of five cargoes direct from England and Hamburg, all European goods are imported in bond by the way of the United States.

The exportation of specie on this frontier during the last year amounted to about $5,000,000; this comparatively large amount is owing to several "conductas" from Tacatecas, which, instead of being sent to Tampico, were directed to this port.

The exportation of lead, hides, skins, and wool, from Nuevo Leon, is valued at $1,000,000.

NAVIGATOR'S ISLANDS.

Report by Mr. Williams, British Consul at the Navigator's Islands, upon the Trade of those Islands for the year 1859.

In offering a few remarks on the trade of these islands during the past year, I would observe that the means at disposal for making out returns are of the most limited description. The chiefs are in ignorance of the value of the imports and exports, as no value is declared by the party introducing, and no manifest is required by them to clearing a vessel. The consular returns, however, will afford some data, not that these are strictly in accordance with the actual state of affairs; but I believe that I am not far wrong in my enclosed statement of the imports for the past year. The greatest drawback to the prosperity of these islands is the want of good laws, and an effective government.

The annual visits of Her Majesty's ships of war are, however, of great benefit to these islands.

The extent of the exports are best seen by the enclosed returns. The staple article of commerce in Samoa is the cocoa-nut oil, which might be greatly increased, but the natives having few wants, and these few being easily supplied, together with their indolent habits, the supply of oil has not been equal to the demand.

In the year 1841 the cocoa-nut oil was first brought into use in these islands as an article of export; up to that date it was merely used for household purposes, and in very small quantities.

I was the first to induce the natives to make the oil, and I purchased all that was made, which was about 18 tons. From that time the quantity has gradually increased to the present date. The trade is carried on under the English, American, French, and Hamburg flags.

The amount of imports and exports of these islands are shown in the following Tables:—

Imports.

	£
Cotton and Dry Goods	12,739
Hardware and Holloware	8,395
Spirits, Wines, and Liquors	3,453
Tobacco	1,050
Groceries and Provisions	1,262
Lumber	1,330
Casks	950
Ships' Stores	1,255
Specie	2,000
Total	£32,434

Exports.

	£
576 tons Cocoa-nut Oil	14,976
Mother-o'-Pearl Shell	750
Tortoiseshell	550
Bêche-la-Mer	50
Arrowroot	50
Yams and Provisions	4,720
Specie	5,395
Total	£26,491

The number of foreign and island vessels visiting the port of Apia are as follows:—

Nationality.	Vessels.	Tons.
British and Colonial	18	3,783
American, U.S.	11	5,516
Tahiti, under French Protection	6	1,014
Hamburgh	7	1,152
Samsan	12	420
Total	54	11,885

Two American vessels, with about 1,000 tons each of guano from Jarvis, Baker's, and Mc Keane's Islands, have called at this port for water and provisions during the year, on their way to the United States.

NETHERLANDS.

Report by Mr. Newnham, Dutch-Consul at Amsterdam, on the Trade and Navigation of the Netherlands during the year 1859.

The most important information that can be furnished on the commerce of the country, is that derived from reports officially published, and though a considerable period must necessarily elapse before they appear, yet the accuracy with which they are compiled is a full compensation for the delay, as the source from which such information is gleaned is reliable. Statistical tables convey to the man of business in a few moments more information than any lengthened report, however elaborately written, as figures demonstrate the truth as to the state of trade with a clearness and perspicuity unattainable in any other manner.

The official returns of the trade and navigation of the Netherlands, which has just been issued, compared with those of the preceding year, present the following results:—

STATEMENT shewing the Aggregate Value of the Trade of the Netherlands during 1859 compared with 1858.

Countries.	IMPORTS.		EXPORTS.	
	1858.	1859.	1858.	1859.
	Florins.	Florins.	Florins.	Florins.
Australia	365,287	200,535	257,139	651,068
Belgium	56,971,445	49,511,525	35,248,793	40,866,757
Brazils	1,659,682	1,417,761	359,738	112,357
Bremen	2,638,061	2,383,205	642,515	970,122
China	2,711,106	75,952	277,117	300,276
Cuba	1,371,036	1,174,270	449,033	282,902
Curacoa	305,788	185,620	222,262	178,363
Denmark	2,729,440	3,796,046	1,405,524	1,779,033
France	18,275,392	20,277,072	13,341,646	17,136,113
Greenland	19,042	19,180	..	..
Great Britain	100,980,897	98,425,521	66,575,818	79,580,386
Hamburg	8,959,736	4,391,017	6,591,173	6,300,662
Hanover and Oldenburg	3,667,023	4,968,806	4,834,174	3,564,841
Japan	..	282,989	52,147	92,005
Java	82,771,477	79,742,872	28,950,178	33,007,213
Canary Islands, Cape of Good Hope, British East India Possessions, Mauritius, &c.	8,221,853	3,309,009	1,026,329	1,685,435
Papal States	..	8,000	177,832	216,672
Guinea Coast	602,753	533,523	593,297	414,676
Lubeck	54,455	122,753	16,245	22,059
Mecklenburg	95,525	109,046	69,405	70,225
Naples	4,466,233	2,379,609	3,329,833	4,046,755
United States of America	10,327,100	11,853,935	9,815,991	11,444,486
Norway	5,912,491	5,163,713	773,063	1,247,500
Austria	1,128,416	923,244	4,353,579	3,242,644
Philippine Islands	22,436	..	..	..
Portugal	588,031	712,604	336,750	450,264
Prussia	77,697,010	85,805,588	131,910,925	124,360,966
Russia, Baltic	12,934,340	13,103,709	5,924,663	10,188,006
„ Black Sea	1,506,368	1,168,595	52,292	1,206
Sardinia	382,996	212,392	3,270,359	3,974,057
Spain	1,215,819	831,352	910,815	852,601
America (not before mentioned)	1,739,567	932,521	780,970	1,886,875
Surinam	3,078,383	2,599,682	1,553,757	1,346,474
Tuscany	601,258	555,268	1,895,502	2,010,439
Turkey	1,243,002	1,125,627	3,962,090	2,700,188
Sweden	990,121	1,175,023	780,023	1,265,478
Stranded Goods	503,099	188,636	..	..
Total	416,736,669	399,670,200	330,740,977	356,049,104

		$
General imports in	1858	416,736,663
Ditto	1859	399,670,200
General exports in	1858	330,740,977
Ditto	1859	356,049,104

By which it will be perceived that the general imports in 1859 were 17,066,469 florins less, and the general exports 25,308,127 florins more than in 1848.

The imports decreased in the following articles, viz.:—

	$
Drugs	1,000,000
Gold and Silver in staves, bars, &c.	19,500,000
Wheat	2,000,000
Rye	1,000,000
Iron, raw	1,000,000
Coffee	1,000,000
Wood	1,000,000
Copper, raw	1,000,000
Oil, sweet	2,000,000
Rice	7,000,000
Spices	1,000,000
Sugar, raw	2,000,000
Tea	1,700,000
Seeds	1,700,000

The imports increased in the following articles, viz.:—

	$
Ashes	700,000
Cotton yarns	3,000,000
Woollen yarns	1,700,000
Barley	1,400,000
Bread and Meal, &c.	1,000,000
Cotton, raw	4,000,000
Copper, wrought	1,200,000
Haberdashery, &c.	700,000
Manufactured Goods	6,000,000
Cattle	1,000,000
Tobacco, manufactured	2,900,000
Wine	1,700,000
Wool	1,700,000

The exports decreased in the following articles, viz.:—

	$
Iron, raw	1,800,000
Indigo	800,000
Clothes	800,000
Coffee	9,600,000
Cattle	400,000
Tin	1,400,000
Fish	400,000
Flax, &c.	2,200,000
Seeds	1,000,000

The exports increased in the following articles, viz.:—

	$
Butter	1,300,000
Cotton yarns	1,200,000
Woollen ditto	1,500,000
Spirits	400,000
Gold and Silver, in staves and specie	8,000,000
Barley	1,600,000
Oats	1,000,000
Bread and Meal, &c.	1,700,000
Hides, raw	1,600,000
Cotton, raw	800,000
Haberdashery	300,000
Manufactured Goods	5,600,000
Madder	1,000,000
Manure	500,000
Rice	1,700,000
Spelter, manufactured and unmanufactured	800,000
Sugar, refined	1,600,000
Tobacco, unmanufactured	700,000
„ manufactured	3,300,000
Tea	1,000,000
Fruits	800,000
Wine	1,300,000
Wool	4,400,000

The following shows the proportionate value of certain goods imported and exported to the total value:

Imports.

Manufactured Goods	11·55 per cent.
Sugar, raw	8·86 „
Yarns	8·85 „
Grain	8·31 „
Coffee	7·06 „
Gold and Silver	4·42 „
Iron	4·31 „
Tobacco	3·73 „

Exports.

Manufactured Goods	7·31 per cent.
Yarns	7·07 „
Coffee	6·61 „
Sugar, refined	6·38 „
Grain	5·06 „
Gold and Silver	4·42 „
Tobacco	3·53 „
Iron	3·47 „

The imports by sea, compared with those of the preceding year, have decreased in proportion to the general imports, whilst the imports by land have increased.

The imports by sea under the Netherlands flag, with a similar comparison, have remained much the same in proportion to the general imports.

The exports by sea, compared with those of the preceding year, have increased in proportion to the general exports, whilst the exports by land have decreased.

The exports by sea under the Netherlands flag, with a similar comparison, have remained stationary in proprotion to the general exports.

Comparing the state of trade with different countries during the year, it will be found that the general imports from Denmark, France, Greenland, Hanover, and Oldenburg, Japan, Papal States, Lubeck, Mecklenburg, the United States of America, Portugal, Prussia, Russia, (East and White Sea) and Sweden, have increased, whilst the general imports from all other countries have decreased.

And it will likewise be found that the general exports to most countries, excepting the Brazils, Cuba, Curaçoa, Hamburg, Hanover, and Oldenburg, the Coast of Guinea, Austria, Prussia, Russia, (Black Sea) Spain, Surinam, and Turkey, have increased.

The following is a specification of some of the principal articles imported from and exported to Great Britain during the year 1859.

Imports.

	$
Earthenware	248,780
Almonds	209,254
Ashes	2,307,108
Tin	358,877
Drugs	2,558,633
Yarns	33,299,856
Gold and Silver, in bars, manufactured	606,745
Horns, &c.	174,232
Hides	2,008,068
Iron, raw	5,117,295
„ manufactured	1,151,709
Indigo	2,259,246
Cotton, raw	7,216,858
Coffee	1,118,562
Coals	3,660,696
Copper, Brass	2,234,423
Haberdashery	519,994
Manufactured Goods	14,105,686
Manure, Guano	254,884
Oil	1,578,379
„ palm	1,204,573
Seeds, Clover, Rape, and Linseed	1,913,640
Silk, raw	1,672,608
„ manufactured	980,220
Salt, raw	515,266

Exports.

Potatoes	320,940
Butter	9,719,011
Bruinsteen (Manganese)	3,150,800
Spirits	1,334,986
Yeast	2,203,928
Grain, Wheat	1,545,000
„ Barley	1,383,840
„ Oats, Beans, &c.	963,706
Vermicelli, Macaroni, &c.	2,638,964
Vegetables	378,714
Cheese	5,646,235
Madder	2,493,183
Cattle, Oxen, Sheep, and Pigs	4,030,740
Sugar, refined	6,037,378
Tea	1,079,960
Paint	1,123,687
Flax, raw	3,057,624
Fruit, fresh	1,078,754
Wax	94,875
Wool	2,086,272
Game	86,065
Silk, raw	1,602,636

The following statement shows the trade of the Netherlands with her East Indian possessions, Java, and Sumatra, during the year 1859.

Imports.

	$
Earthenware, Porcelain	10,848
Books	14,838
Drugs	392,085
Printing Letters (Types)	10,923
Spirits	740,974
Ginger	16,899
Gold and Silver (Ornaments)	28,826
Gutta Percha, raw	22,301
Wood, different kinds	26,366
Hides, raw	600,508
Indigo	2,951,994
Camphor, raw	15,696
Cinnamon	476,286
Clothes	14,863
Coffee	24,065,726
Copper, raw	888,678
Haberdashery	23,681
Manufactured Goods, Silk	10,290
Furniture	34,515
Naturalien (Minerals)	21,587
Pepper	207,943
Rice	4,759,016
„ Paddy	115,949
Canes	597,858
Tortoise Shell, raw	206,000
Spices	1,031,439
Sugar, raw	31,146,191
Tobacco	1,855,470
Tea	3 873,058
Tin	4,899,494
Paint	160,542
Fruits, dried	10,436
Wax	413,888
Sundries	97,704
Total value of Imports	$79,742,872

Exports.

Earthenware	314,762
Ammunition	440,792
Beer and Vinegar	149,719
Tin, Lead, &c.	209,950
Books	114,065
Butter	474,868
Drugs	588,356
Machinery	333,219
Yarns, Cotton	975,317
Spirits	358,083
Glass	210,940
Gold and Silver, manufactured	5,134,727
Grain, &c.	329,456
Iron	843,817
Instruments	124,571
Candles, Wax	28,884
Cheese	37,503
Clothes	592,599
Meats, Preserved	687,120
Coals	322,626
Copper, manufactured	1,253,220
Haberdashery	441,739
Manufactured Goods, Silk, Cotton, Wool	15,280,781
Furniture	311,543
Paper	391,323
Cutlery	46,726
Sugar, refined	17,149
Carpets	32,729
Cordage	222,446
Wine	524,667
Leather, manufactured	189,114
Hats	68,867
Vegetables, preserved	160,856
Sundries	879,789
Articles not enumerated	734,890
Total value of Exports	$33,007,213

The commercial relations between the town of Amsterdam and the Dutch East India possessions during the year 1859 have been most satisfactory, and have proved a great support to the mother country and her trade.

The business on private account with Java and Sumatra has been as usual very large, notwithstanding that a diminution is apparent in the quantity of goods imported from those islands.

The opening of some ports in Japan has been favorably received by the Dutch, as it is anticipated that such will produce most beneficial results, although it is thought that extensive transactions cannot be pernently entered into with that country until she ports a sufficient quantity of articles suited to the tch market.

The imports from North and South America in par- ular have diminished, as several cargoes destined for sterdam were lost, and the greatest portion of the rth American tobacco, likewise destined for that y, arrived *viâ* Rotterdam.

The imports of wool from Australia increased. The ports to Australia, which during the two preceding rs were greatly on the decline, augmented in 1859. s was also the case with respect to exports to South ica.

Taking a general view of European trade, it may be l that it has been of a similar character to that of year, on account of the small demand for Russian duce, the price of grain in the Baltic being too high the Amsterdam market.

The threatening aspect of affairs in Italy interrupted most materially, at first, the intercourse with the principal ports of the Peninsula. The fear that neutral nations would be unable to maintain their neutrality had a very unfavourable influence on commerce; not only was the insurance premium higher, but many persons objected to charter neutral ships for long voyages. Although the Netherland shipping suffered comparatively but in a slight degree, it is nevertheless certain, that in general a preference was given to ships of the United States of America. This fact drew the attention of Great Britain, who at once saw the benefit that would arise from a Treaty being effected between all the chief maritime powers, by which that of Paris of 1856 should be extended, and privateering abolished, in compliance with the American proposition made at the time, namely, that all private property, contraband of war excepted, should be unmolested at sea.

RETURN of the Foreign Shipping engaged in Direct and Indirect Trade in the Netherlands during 1859, compared with 1858.

ionality of Vessels.	ENTERED 1858.						CLEARED 1858.					
	Direct Trade.		Indirect Trade.		Total.		Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
erlands	338	181,341	3,256	455,774	3,594	637,115	266	146,096	3,429	514,463	3,695	660,559
rican	36	23,143	11	6,373	47	29,516	32	21,415	13	8,804	45	30,219
ch	132	10,642	43	4,313	175	14,955	20	1,385	151	13,898	171	15,283
ian	37	5,772	2	780	39	6,552	26	3,751	14	2,774	40	6,525
ish	28	2,780	33	7,837	61	10,617	28	7,846	36	3,466	64	11,312
egian	636	151,791	147	33,476	783	185,267	691	161,069	101	26,855	792	187,924
sh	161	12,241	302	31,283	463	43,524	36	2,580	423	40,677	459	43,257
sian...	53	7,517	41	15,137	94	22,654	36	11,257	54	10,079	90	21,336
verian	236	6,048	327	25,051	563	31,099	253	7,972	291	20,086	544	28,058
lenburg	1	153	59	11,310	60	11,463	1	299	58	10,842	59	11,141
burgh	15	455	46	4,457	61	4,912	...	...	57	4,153	57	4,153
e Towns	6	714	51	20,504	57	21,218	12	4,435	35	12,418	47	16,853
ish	4	330	...	...	...	330	5	357	1	51	6	408
olitan	14	3,376	24	5,316	38	8,692	15	3,318	17	3,555	32	6,873
an	1	38	2	418	3	456	1	590	1	219	2	809
ian	1	406	7	2,370	1	134	2	610	6	1,826	8	2,436
nian	...	...	7	895	8	2,776	1	265	5	1,313	6	1,578
guese	...	...	1	134	7	895	1	120	...	...	1	120
l States	...	...	1	221	1	221	...	...	1	211	1	211
Total	1,699	406,747	4,360	625,649	6,059	1,032,396	1,426	373,365	4,693	675,690	6,119	1,049,055

onality of Vessels.	ENTERED 1859.						CLEARED 1859.					
	Direct Trade.		Indirect Trade.		Total.		Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
erlands	309	172,075	3,149	422,165	3,458	594,240	198	87,450	3,287	487,252	3,485	574,703
rican	42	30,688	3	3,318	45	34,006	29	23,146	18	16,060	47	39,206
ch	66	5,688	34	4,167	100	9,855	22	2,195	78	8,507	100	10,702
ian	50	8,713	1	252	51	8,965	30	4,631	18	3,608	48	8,239
ish	42	4,141	51	12,988	93	17,129	36	9,060	51	7,397	87	16,457
vegian	485	120,415	131	25,447	616	145,862	504	117,942	95	23,814	599	141,756
sh	169	12,324	216	21,761	385	34,085	32	2,284	348	32,232	380	34,516
sian...	53	8,244	27	9,092	80	17,336	24	4,031	54	14,883	78	18,914
verian	354	9,479	419	29,455	773	38,934	377	10,610	381	25,811	758	36,421
klenburg	2	248	70	13,645	72	13,893	7	1,249	66	12,552	73	13,801
nburgh	39	811	54	2,173	93	2,984	5	121	79	3,309	84	3,430
e Towns	6	735	37	12,174	43	12,909	12	4,644	35	12,374	47	17,018
ish	3	198	2	300	5	498	1	54	2	292	3	346
olitan	6	1,265	8	1,863	14	3,128	7	1,509	9	1,977	16	3,486
an	2	60	...	...	2	60	2	576	...	...	2	576
rian...	5	1,456	...	...	5	1,456	1	221	3	988	4	1,209
nian	3	880	...	...	3	880	...	...	3	837	3	837
k	1	209	...	...	1	209	...	...	1	230	1	230
Total	1,637	377,629	4,202	558,800	5,839	936,429	1,287	269,724	4,522	652,183	5,815	921,847

	Vessels.	Tons.		Vessels.	Tons.
ered in 1858, in Direct Trade ..	1,699	406,747	Cleared in 1858, in Direct Trade ..	1,426	373,365
„ 1859, „ ..	1,637	377,629	„ 1859, „ ..	1,287	269,724
	62	29,118		139	103,641
ered in 1858, in Indirect Trade..	4,360	625,649	Cleared in 1858, in Indirect Trade..	4,693	675,690
„ 1859, „ ..	4,202	558,800	„ 1859, „ ..	4,528	652,123
	151	66,849		165	23,567

By which it will be perceived that in 1859 there entered 220 vessels, of 95,967 tons, and cleared 304 sels, of 127,208 tons, less than in 1858.

The amount of British shipping in 1859 was as follows:

	Vessels.	Tons.		Vessels.	Tons.
ered in Direct Trade	2,250	563,314	Cleared in Direct Trade	2,262	582,902
„ Indirect „	55	15,029	„ Indirect Trade	34	6,065
Total	2,305	578,343	Total	2,296	588,967

Statement showing the actual Number of Dutch Merchant Ships, and their Tonnage, engaged in Trade during 1859, compared with 1858, and of Ships built in 1859.

Description of Vessels.	1858.		1859.		Ships built in 1859.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Clippers	4	1,567	4	1,567	..	..
Frigates	161	64,432	156	62,224	4	1,599
Barques	423	124,955	409	121,925	9	2,953
Brigs	138	16,715	140	16,828	10	970
Schooners	337	28,060	345	28,659	27	2,211
Brigantine	2	208	3	306	1	98
Galliots	278	17,119	296	18,389	29	1,850
Kofs	641	38,386	601	36,323	6	207
Steam ships	41	6,884	42	7,170	1	282
Hookers	30	1,675	30	1,675	..	..
Vessels under 100 tons ..	383	10,652	384	10,609	22	696
Totals	2,438	310,653	2,406	305,675	109	10,866

Independent of steamers the amount of British shipping at the port of Amsterdam in 1859 was as follows:—

	Vessels.	Tons.
Entered in Direct Trade ..	206	40,371
„ Indirect Trade ..	21	5,774
Total	227	46,145
Cleared in Direct Trade ..	222	44,303
„ Indirect Trade ..	3	844
Total	225	45,147

There are no prohibitions as regards the cargoes or passengers that may be brought to, or taken from, this port, or from or to any part of the world; and no differential shipping dues of any description, imperial or local, are levied on national, foreign, or British ships on arrival or departure, and there exists no regulations that specially affect them, their cargoes, crews, or passengers, as they are on the same footing in every respect as Dutch and foreign. The average rate of seamen's wages out of this port is from 22 to 26 florins, equivalent to 36*s.* 8*d.* to 43*s.* 4*d.* per month.

The average market prices at Amsterdam during 1859, were as follows:—

Cattle Market.

		Florins	cts.
Oxen, fat	each	200	00
Cows	„	160	00
Calves	„	60	00
Sheep	„	26	00
Pigs ..	per kilogramme*	00	48

Meat Market.

		Florins	cts.
Beef	per kilogramme	00	60 to 30
Veal	„	00	80 „ 100
Mutton ..	„	00	50 „ 65
Pork	„	00	70 „ 75
Bacon ..	per 50 kilogrammes	31 fl. 50 c. to 35 fl.	

Butter Market.

		Florins	cts.
Friesland ..	per 40 kilogrammes	50	00
Kinure ..	„	48	00
Kamper ..	„	50	00
Dewenter ..	„	43	00
Zwolle ..	„	47	00

Cheese Market.

Gonda ..	per 50 kilogrammes	29	50
Edam ..	„	22	00
Leyden ..	„	13	00

Fruit Market.

Apples and Pears ..	per mud†	1	00
Cherries ..	per 50 kilogrammes	12	00
Berries	per basket	2	00
Grapes ..	per kilogramme	1	00

Potatoe Market.

Potatoes ..	per mud	2 fl. 50 c. to 3 fl.

Hay and Straw Market.

Hay ..	per 500 kilogrammes	15 fl. to 16 fl.
Straw	„	13 fl. to 13 fl. 50 c.

* The kilogramme = 2 pounds 2 ounces avoirdupois.
† The mud = 2 bushels.

The average rate of exchange during the year 1859 has been, 11 florins 70 cents for bills at sight, and 11 florins 60 cents at two months.

The domiciled population of Amsterdam at the close of the year 1859 amounted to 257,780, of which 120,126 were males and 137,654 females.

Belonging to the undermentioned forms of religion, there were as follows:—

Dutch reformed	128,228
French or Walloon ditto	3,000
English or Presbyterian ditto ..	248
English Episcopal	170
Lutheran	34,684
Baptist	3,787
Arminian	960
Moravian	3
Dissenters	659
Roman Catholic	57,158
Old Roman ditto	313
Greek	15
Israelite (Jews)	28,389
Belonging to none of the above-mentioned communities ..	161
Total	257,780

The births, deaths, and marriages that took place during 1859, were as follows:—

Births	9,118
Deaths	8,117
Marriages	2,024

The deaths being in proportion to the births as 94 to 100.

Report by Sir R. F. Turing, British Consul at Rotterdam, on the Trade of the Netherlands during the year 1859.

The trade of the Netherlands for the past year has not been characterized by any extraordinary or startling circumstances, there have been no panics, no great alarms bringing ruin upon whole communities in any particular branch of trade, and on the other hand there has been no tendency to overtrade or enter into large operations.

The commercial community appear scarcely to have forgotten the great lesson of 1857, and its remembrance appears still to have a favorable effect on the mercantile classes, the mode of conducting business throughout the country being generally characterised by great caution and prudence. No doubt political circumstances have also contributed to a large extent towards this circumspection, and may still do so for some time to come.

Shipping.—The shipping trade is slowly recovering from the depressed condition in which it has been struggling for the last few years, and the prospects are gradually assuming a more hopeful aspect.

The direct cause of the depression was over-production, and consequently the present improvement is principally owing to the large decrease in the number of new vessels produced. The Dutch shipowners, like the English, are beginning to recognize the importance of outward freights; and as the Dutch mercantile arine is certainly one of the finest afloat, and Dutch ast Indiamen are generally acknowledged to be lendid carriers, they are in great demand in England r goods and coals to Australia, China, &c.; whilst the xport from the Netherlands direct to her own colonies also much on the increase.

Outward freights now rule from 3*l.* to 3*l.* 10*s.* per gister ton to Java or Australia, whilst by the last verland mail homeward freights had improved to . 10*s.* to 2*l.* 15*s.*

The Netherland Trading Company has, as usual, nported a large quantity of colonial produce on overnment account; but it has also much extended s own commercial undertakings, and has especially rected its attention to the establishment of a wool arket, which has met with complete success. Conderable shipments of Australian, Cape, and East ndia wool now find their way to this market every ear, and meet with ready sale to the manufacturers oth in this country and Belgium, and also the Rhine nd Switzerland, who can afford to pay considerably bove the prices current in the London sales.

Annexed is a Paper shewing the extent of the nports by the trading company of some of the ading articles of produce.

Railways.—The railway measures proposed by the esent Cabinet have, after much discussion, been assed by the Second Chamber; but it may be some eeks yet ere the subject is finally brought forward r confirmation by the First Chamber.

The parties who have obtained the concession are, ithin three months of the promulgation of the law, quired to form a company, and it remains to be seen hether this will be feasible, and whether the conitions are sufficiently tempting to capitalists to lend large a sum as 5,000,000*l.* sterling, which is about e amount required for the completion of the lines rescribed in the concession.

The proposed lines are to run from:—

The Northern Line.
- *a.* From Arnhem, past Zutphen, Deventer, Zwolle, Meppel, Assen, Groningen, Leenwarden, and Franeker, to Harlingen.
- *b.* From Zutphen, past Enschedé, to the German frontier.
- *c.* From Zwolle to Kampen.

The Southern Line.
- *d.* From Rotterdam, past Dordrecht, Breda, Tilburg, Oirschot, Eindhoven, Helmond, Venlo, and Roermond, to Maastricht.
- *e.* From Arnhem, past Nymegen, to Venlo.
- *f.* From Tilburg, past Bois le Duc and Grave, to Nymegen.
- *g.* From Venlo and Roermond to the Prussian frontier.
- *h.* From Flushing, past Middleburg, Goes, and Bergen op Zoom, to Roozendaal and Breda.

Exchanges.—The rate of exchange on London has aried from 11 florins 57½ cents to 11 florins 80 cents or short bills, and 11 florins 47½ cents to 11 florins 2½ cents for bills at two months.

Market Details connected with sundry Articles of Colonial Produce.

Arrack.—Although the imports in 1859 have not een equal to the previous year, the business done has ar exceeded the transactions of 1858, no less than ,748/1 and 417/2 leaguers having changed hands, gainst sales of 3,112/1 and 175/2 leaguers in 1858, and ,912/1 and 258/2 leaguers in 1857.

The imports into Holland were as follows: 3,770/1 nd 478/2 leaguers in 1859; 5,507/1 and 109/2 leaguers n 1858; 2,371/1 and 273/2 leaguers in 1857.

The stock in importers' hands on the 31st ultimo, onsisted of 2,497/1 and 120/2 leaguers.

There has been no material change in price last year, he same having ruled from 95 to 160 florins (1*s.* 6¼*d.* to 2*s.* 2*d.* per Imperial gallon), which large range was principally caused by the great variety of strength and quality which has characterised the late importations.

Ashes have been extremely quiet during the whole of the past year, and prices gradually declining, especially of American pots, of which the imports have exceeded those of the former year by about 2,000 casks; this description being now quoted 16½ to 16¾ florins (27*s.* 2*d.* to 27*s.* 7*d.*) per cwt., against 18½ florins (30*s.* 6*d.*) at the close of 1858. Of Russian pots the supplies have been much smaller than before, and on that account importers have been enabled to support prices, which are now ruling from 16¼ to 16½ florins (26*s.* 9*d.* to 27*s.* 2*d.*) per cwt.

The stock being so very small (only 424 casks United States, and 135 casks Russian) there is no probability of any further decline for the present at least.

Coffee.—The quantities of Java coffee offered to the public by the trading company, at their periodical sales, have, as usual, been of great magnitude, and consequently form the bulk of the supplies of this article imported into Holland.

The total amount of the spring and autumn sales comprised 998,800 bags, which all found ready buyers at prices of 37 and 37½ cents per lb. (64*s.* 11*d.* to 65*s.* 9*d.* per cwt.) for the good ordinary descriptions. Previous to the spring sale in March prices had been fluctuating from 34 to 36 cents (59*s.* 8*d.* to 63*s.* 1*d.*); but the great accumulation of orders at unlimited rates drove the sale-price up to 37 cents (64*s.* 11*d.*), leaving many orders unfulfilled. The general depression in trade caused by the war, however, influenced prices, which gradually receded to 34 cents. After the restoration of peace they, however, soon rallied, and even rose to 39 to 39½ cents (68*s.* 5*d.* to 69*s* 3*d.*).

It was probably owing to this upward movment that the autumn sales did not meet with that confidence and animation which was shewn in the former sale; for in order to run off the entire quantity the company had to submit to a selling price of 37½ cents (65*s.* 9*d.*) for good ordinary Java. Subsequent to this sale the market became quiet, and for a long time the sale rates could only with difficulty be commanded. Within the last month a better feeling again prevailed, causing the market to close firmly at 38 to 38½ cents.

The total amount of coffee imported into Holland during last year comprises 995,400 bags East India, and 31,300 bags West Indian coffee; and the stock in first hands on the 31st ultimo consisted of 258,100 bags East India, and 1,600 bags West Indian, which, combined with a quantity of 270,000 bags lying on companys' warrants, shew an available stock of 530,400 bags, against 514,900 bags at the same period in 1858.

Cotton.—Our market, closely following in the wake of the leading markets, experienced the same fluctuations in prices. The periodical sales of the trading company continue to attract the attention of foreign buyers. The quantity submitted by the company to public competition consisted of 20,834 bales American, and 7,583 bales East India, against 15,232 and 12,620 bales respectively in 1858; and the total imports into Holland have comprised 101,197 bales of all descriptions, and the stock in first hands amounts to 6,959 bales.

Dyewoods.—Compared with the two previous years the imports have been very limited of St. Domingo and Jamaica fustic, whilst of Campeachy our market has remained without any supplies. A good demand generally has prevailed, but not sufficiently brisk to cause any material fluctuation in prices.

Imports have consisted of 2,075 tons St. Domingo logwood, 380 tons Jamaica fustic, and 380 tons of other kinds; and the present stock in first hands consists of 370 tons logwood and fustic, and 300 tons sapan-wood.

Hides.—The transactions in our market last year have been very extensive, and the demand having continued very active prices of all kinds experienced an upward movement. The arrivals having by no means come up to the requirements of the trade, it was fortunate that the old stock was large enough to keep prices moderate. The sales in our market have consisted of 86,200 East India cow, 45,200 buffalo, 5,600 Australian, and 5,200 hides of different sorts, leaving in importers' hands 46,194 East India cow-hides, 16,038 buffalo, and 2,698 Australian hides.

Indigo.—The unsatisfactory state of politics, notwithstanding a downward tendency of prices, effectually checked business for a considerable time during the early part of last year. A lower standard of rates established at the trading company's spring sales in May had, however, the effect of causing a better demand, which, followed by improved political advices, effectually changed the position of the article. The subsequent transactions of the private trade, and the favourable issue of the company's autumn sales, contributed to recover almost entirely the serious decline experienced in the spring, and our market has now closed with a fair inquiry at full rates.

A parcel of 197 chests of indigo imported direct from Bengal, and included in the company's autumn sales, attracted considerable attention, and found eager purchasers at prices exceeding the valuations put upon it by the brokers previous to the sale.

The trading company brought to market last year 480/1 and 6,139/2 chests Java, and 197 chests Bengal indigo, representing a quantity of about 6,300 piculs against 5,436 piculs in 1858; and the stock in first hands consists of 1,887 chests against 1,904 chests at the close of last year.

Oils.—The arrivals of whale oil have of late years become so exceedingly small and irregular, that our soap manufacturers have been compelled to look more to the other and cheaper oils for substitution, in which they appear to succeed remarkably well. Judging from the recent small importations of South Sea whale, which prove very difficult of sale, the prices demanded by importers being considered too high in proportion to the value of other oils. Present stock of whale 550 vats.

Palm Oil.—There have been imported direct from the African coast, by sundry vessels, 732 tuns, which successively found buyers at steadily enhancing rates; the year having begun with 23¾ florins, and closed with 27½ florins for prime quality.

Cocoa-nut Oil.—The consumption which is vastly increasing. The sales have comprised about 500 tuns, leaving only 16 tuns over in hands of importers.

Rice.—A great falling off has taken place in the imports of East Indian rice, as compared with former years, which must be attributed to the heavy losses sustained by importers for a series of years. Notwithstanding these reduced supplies, prices did not undergo much amendment, although on the whole the demand has been rather active; but as long as grain prices remain so low, the fluctuations of present rates will never be of any importance. Imports into this country consist of 365,000 bags East Indian, and 1,360 casks of Carolina rice, against 517,600 bags East Indian, and 2,500 casks of Carolina in 1858. The stock in first hands is reduced to 116,700 bags, against 188,500 bags, on the 31st December, 1858.

Spices have followed the same dull course in 1859 as during previous years. As usual, some animation was displayed just before and after the trading company's sale, occasioning fluctuations of a few cents; but which was followed by the same dullness and absence of demand generally experienced after some activity in such articles of limited consumption. The company brought to sale on the 16th of August, 1,641 casks of nutmegs, which sold at 107 cents (1*s.* 7¼*d.*) for No. 1; 602 casks of mace, at 83 cents (1*s.* 3¼*d.*), marked D; 2,800 packages of Java cinnamon, at 50 cents to 75 cents (9¼*d.* to 1*s.* 1½*d.*); 5,263 bags of pepper, at 23 cents to 25½ cents (4¼*d.* to 4¾*d.*) The company now hold a new stock of 559 casks of nuts, 242 casks of mace, and 330 casks of cloves; while a quantity of 3,726 casks of nutmegs, 1,327 casks of mace, and 3,494 casks of cloves are lying on warrants.

Sugar.—At the commencement of last year the prospects for sugar bore a very promising character, and the prices then ruling appeared likely to be fully supported during the spring and ensuing summer. The serious turn of politics, however, quite unexpectedly upset all previous calculations, and most seriously affected the transactions of every description of sugar in our market, which, notwithstanding the heavy fall of prices during the months of April, May, and June, remained during that time extremely quiet and neglected. The reports of the sudden termination of the war could therefore not fail to be received with much satisfaction, having at once the effect of restoring confidence, and of recovering to a great extent the considerable decline prices had sustained. From that time, although prices were fluctuating in common with the English and French markets, the business done has been on a very extensive scale; and, especially against the close of the year, large quantities were sold at rates fully equal, and in some instances above, the other leading markets. The total imports into Holland consisted of 97,200 tons; and the stock on the 1st instant amounted to 7,100 tons.

Refined Sugar.—The exports have been very important: viz., 56,500 tons of all kinds, against 53,000 tons in 1858. Our refiners did a good business last year, and are now steadily at work to fulfil their running contracts for delivery in February and March next.

Tea.—The extent of business in our market has been necessarily restricted to a small compass, owing to the want of direct supplies of fresh teas from China during the whole of the past year; to the great disappointment of our dealers, who, in the expectation of fresh arrivals, did not venture, on account of the high prices ruling in England, to supply themselves from that quarter. According to the official returns just issued, the entire stock of China teas in Holland, of old importations, is reduced to the insignificant figure of 1,263 chests in first hands: the same returns indicating besides, that by far the largest proportion of the trading company's Java teas have been exported, having been purchased by foreign dealers with the view of mixing with the good ordinary China teas. The trade is now looking forward with intense interest to the arrival of supplies known to be on the way to this port, and for which extreme prices will no doubt be commanded. The imports into Holland have consisted of 1,923 chests of China, and 25,367 chests of Java teas; and the stock in first hands is composed of 1,263 chests of China, and 4,969 chests of Java tea.

Banca Tin throughout the year has been entirely left to the requirements for immediate use, it being easily understood that no speculator would touch the article at the unnatural prices now demanded. The trading company's annual sale, which usually gives the tone to the market, was held on the 7th July, and consisted of 139,128 slabs, which fetched the extreme price of 82½ florins (7*l.* 2*s.* 6*d.*). In spite of the large quantity, the order at current rates so much exceeded this amount, that purchasers had to put up with a reduction of about 15 per cent., which naturally led to a brisk demand immediately after the sale, and caused prices to reach 87¼ florins (7*l.* 10*s.* 9*d.*) The actual wants being thus satisfied the demand steadily subsided, and at one moment prices gave way very suddenly, when 76 florins (6*l.* 11*s.* 4*d.*) was accepted by timid holders. This decline was later again partially recovered, the market having closed recently at 82 florins (7*l.* 1*s.* 8*d.*). The company's new stock comprises 70,937 slabs, and the stock on warrant amounts to 58,061 slabs, against 53,369 and 55,015 slabs respectively, at the same date, 1858.

Tobacco.—Of tobacco there have been imported into this port during the year 7,975 hhds. Maryland, 1,146 hhds. Virginia, 1,153 hhds. Kentucky, and 611 hhds. stems, amounting to 10,538 hhds., leaving on hand on the 31st ultimo 2,798 hhds. The quality of Maryland tobacco has been much complained of, but prices on the whole have not undergone any material change. Java tobacco is steadily getting into favour, the transactions in this description having likewise been very extensive.

In conclusion, I have the honour to annex statements, containing the fullest details of the stocks, imports, exports, and prices of the leading articles for a number of years.

IMPORTS by the Netherland Trading Company of the following Leading Articles during 1859.

Coffee, Java	bags	998,800
„ Ceylon	casks	1,421
„ „	bags	7,600
Sugar, Java	baskets	263,463
„	mats	7,986
Spices—Nutmegs	casks	1,641
„ Mace	„	602
„ Cloves	„	242
„ Pepper	bags	5,263
Indigo	piculs	6,167
Cochineal	boxes	655
Banca Tin	slabs	139,128
Cinnamon	packages	2,800
Tea, Java	chests	25,367
Hides	hides	13,613
Ratans	bundles	512,427
Cotton, American	bales	20,834
„ East India	„	7,583
Wool, Australian	„	1,465
„ Cape	„	1,593

EXPORTS (Free on board).

		£	s.	d.		£	s.	d.
Cheese, Gouda, New	cwt.	3	0	0	to	3	2	0
„ Edam Grass	boxes	3	7	0	„	3	8	0
„ Kanters	„	1	6	0	„	1	8	0
Grain, Red Rhine Wheat, New	qr.	2	15	0	„	2	17	9
„ White Zealand, New	„	2	10	0	„	2	13	0
„ Oats, Brew	„	1	4	6	„	1	7	0
„ „ Feed	„	0	18	0	„	1	2	0
„ Barley, Nassau	„	1	14	0	„	1	16	0
„ Horse Beans	„	2	3	0	„	2	5	0
„ Pigeon Beans	„	2	4	0	„	2	6	0
„ „ Blue	„	2	10	0	„	2	13	0
Madders, Crop	cwt.	3	0	0	„	3	8	0
„ Ombros	„	2	13	0	„	2	16	0
„ Gamenes	„	2	7	0	„	2	8	0
Geneva, Scotch, pf. 108°, in pipes	gal.	0	2	0				
„ London, pf. 103° „	„	0	1	9				
„ Dutch, pf. 86° „	„	0	1	7				
„ Scotch, pf. 108°, cases, 15 bottles		0	11	0				
„ London, pf. 103°	„	0	10	0				
„ Dutch, pf. 86°	„	0	9	2				
„ Scotch, pf. 108°, cases, 12 bottles		0	6	6				
„ London, pf. 103°	„	0	6	3				
„ Dutch, pf. 86°	„	0	5	3				
Oilcake, Linseed	ton	10	0	0	to	10	9	0
„ Rape	„	9	0	0	„	9	9	0
Seeds, Clover, Red, Upland	cwt.	3	3	0	„	3	6	0
„ „ White	„	3	14	0	„	3	16	0
„ Hemp Seed	qr.	2	2	0	„	2	4	0
„ Mustard Seed	bushel	1	0	0	„	1	1	0
„ Carraway Seed	cwt.	1	15	0	„	1	17	0

COLONIAL PRODUCE (Free on board).

		£	s.	d.		£	s.	d.
Arrack, Java	gal.	0	1	7	to	0	1	8½
Ashes, United States, Pot	cwt.	1	10	0	„	1	10	5
„ „ Pearl	„	1	10	10	„	1	11	9
„ Russian and Tuscany	„	1	9	2	„	1	10	5
Coffee, Java, ordy. to good ordy.	„	3	6	6	„	3	7	4
Cochineal, Java	lb.	0	4	8½	„	0	5	5½
Cotton, Surinam and Nickerie	„	0	0	6	„	0	0	8½
Dyes, Turmeric	cwt.	0	9	11	„	0	10	9
Indigo, Java	lb.	0	5	2	„	0	7	6
Rattans	cwt.	0	17	1	„	0	18	9
Rice, Java	„	0	10	0	„	0	16	6
Spices, Nutmegs	lb.	0	1	7	„	0	1	7½
„ Mace	„	0	1	3¾	„	0	1	4¼
„ Cloves	„	0	0	5¼	„	0	0	5½
Sugar, Java, White, No. 14/20	cwt.	1	11	4	„	1	15	9
„ „ Grey, No. 12/13	„	1	9	6	„	1	10	4
„ „ Yellow, No. 9/11.	„	1	8	7	„	1	9	6
„ „ Brown, No. 5/8	„	1	3	9	„	1	7	9
„ Refined, Loaves	„	1	12	2	„	1	18	5
„ „ Crushed	„	1	11	3	„	1	15	8
Tea, Java, Congou	lb.	0	1	2½	„	0	1	4¼
Tin, Banca	cwt.	7	0	0	„	7	1	9
Tobacco, Virginia	lb.	0	0	6	„	0	0	8
„ Maryland	„	0	0	6	„	0	0	8
„ Georgia and Kentucky	„	0	0	5½	„	0	0	7¼

Report by Sir R. F. Turing, British Consul at Rotterdam, on the trade of the Netherlands during the year 1860.

THE general state of commercial affairs has been moderately prosperous in this country during the past year. Business has been comparatively limited in extent, and very little speculation has existed in articles of colonial produce. Consumption has gradually increased for most commodities, which is an undoubted symptom of prosperity at home. Production in the Dutch colonies has, however, not been developed in the same ratio. Indeed, it has scarcely increased at all for years past in respect of the leading articles, which, in these days of increasing production all over the world, is of itself sufficient to stamp the existing colonial system as imperfect. This fact is dawning upon the nation at last; and the colonies, which until quite lately were a sealed book to the public at large, are beginning to attract an extraordinary amount of public attention.

The shipping interest has gradually and steadily improved, and the large amount of capital which is invested in shipping is again becoming remunerative.

Ship-building has decreased materially; and the wear and tear, the wrecks, losses, and sales to foreigners of Dutch shipping amounted in 1859 to no less than 31,722 tons; whilst the number of new vessels built during that year did not represent more than 21,732 tons. There are no official returns for 1860, as yet, available, but there seems every probability that they will exhibit a similar difference. I annex a Table bearing upon this subject.

Railways.—The railway projects entertained last year, and according to which extensive lines were to be laid down by private companies, to whom the necessary concession had been granted, have fallen to the ground in consequence of the said concession not having been ratified by the First Chamber. The Bill was thrown out by only two votes; and although it had been previously passed by the Second Chamber, this decision of the First Chamber was nevertheless final. It has now been determined to adopt the system of State railways so generally prevalent throughout the continent. Measures for carrying out this principle are now being discussed and passed by the Chambers.

Public attention has of late been much occupied by the very imperfect state of the navigation; and, in deference to public opinion, committees have been appointed to investigate the possibility of improving the navigation of the rivers and channels leading to the chief trading ports. No more active measures have as yet been taken; and as the contemplated works involve a large amount of public money, it may be some time yet before anything definite is done.

Slavery.—The question of the abolition of slavery in Surinam has not been re-opened. A royal commissioner, however, was sent out in the spring of this year for the avowed purpose of introducing a better system of administration of justice in that colony; and it is very generally supposed that this step was taken by the Government in order to check for the time being the pressure of the abolitionist party at home.

The Netherlands Trading Company has again imported large quantities of colonial produce.

I annex a Table which details the quantities of produce brought forward, and which again shows a tendency to extension.

The last Russian loan, which failed in London, succeeded to the extent of about 5,000,000*l.* sterling in Amsterdam: another instance of how fond Dutch capitalists are of investing in foreign loans. The present position of Austrian stock has a very depressing effect on the Dutch Stock Exchange, there being it is estimated no less than from 40,000,000*l.* to 50,000,000*l.* sterling of Dutch money invested in Austrian securities, the depreciation of which at the present moment, as compared to the nominal value, is about 50 per cent.

The Exchange on London has ranged from 11 florins 62½ cents to 11 florins 75 cents for short bills, and from 11 florins 56¼ cents to 11 florins 65 cents for bills at two months.

Market Details connected with several Articles of Colonial Produce.

Arrack.—A great falling-off in the importation of arrack last year, when compared to the two previous years, has effectually told on the course of prices, notwithstanding the general decline in all other descriptions of spirits. Prices of Batavia arrack, which at the commencement of last year were quoted at 1*s*. $7\frac{1}{2}$*d*. to 1*s*. $8\frac{3}{4}$*d*., have steadily advanced to the high rates of 2*s*. 3*d*. to 2*s*. $4\frac{1}{2}$*d*., at which the market closed firmly.

The total sales in 1860 amounted to 3,720/1 and 525/2 leaguers, against 4,748/1 and 417/2 leaguers in 1859, and 3,112/1 and 175/2 leaguers in 1858. The imports consisted of 2,159/1 and 527/2 leaguers in 1860; 3,770/1 and 478/2 leaguers in 1859; 5,507/1 and 109/2 leaguers in 1858: and the stock at present in importers' hands is reduced to 926/1 and 122/2 leaguers. There is consequently but little probability of a fall in prices, unless heavy arrivals soon increase the available quantity now in hand.

Ashes have not been much inquired after during the past year; and notwithstanding smaller supplies than the preceding year, prices gradually gave way. By the end of the year an improved demand exhausted the stock in our market, which is now reduced to 27 casks American, 91 casks Russian, and 35 casks Tuscany. Prices are now quoted at 30*s*. 8*d*. to 31*s*. 1*d*. for Russian, 31*s*. 7*d*. for American, and 33*s*. 3*d*. for Tuscan.

The imports during 1860 amounted to 2,743 casks of all sorts against 3,336 casks in 1859.

Candles.—Dutch manufactured wax candles have of late been in much demand for exportation to different colonies, considerable shipments amongst others having been made to the Australian markets, where an active demand prevails for this article, and remunerating prices have generally been obtained. The principal mark, "Brandon," in boxes of 25 packets, weighing 16 ounces real nett weight, can be put free on board at 25*s*. 6*d*. per box, and in packets of 14 ounces at 22*s*. 6*d*. per box.

Coffee.—Large as the transactions in Java coffee during the past year have been, and favourable as has been the issue of the trading company's public sales, the business in our markets generally was characterised by a want of animation and spirit which is not easily accounted for, unless it be that prices had attained a height which excluded every speculative feeling, and made the article consequently entirely dependent upon the requirements of consumption. A gradual advance, which in the course of the year prices have experienced, must therefore solely be attributed to the firmness of holders, who all along continued to think well of the article. Scarcely any fluctuation in prices has occurred; but good ordinary Java coffee, which at the beginning of last year stood at 67*s*. 6*d*., is now quoted at 69*s*. 6*d*. to 70*s*., with little demand.

The total imports into Holland last year amounted to 973,100 bags East Indian, and 4,800 bags West Indian coffee, against 995,400 bags and 31,300 bags respectively during 1859; and the stock in first hands on the 31st December last comprised 218,500 bags East Indian. Besides the latter quantity, there are lying on warrants in the trading company's warehouses 199,900 bags Java coffee, which is fully 70,000 bags less than the previous year.

Cotton.—The unprecedentedly large crop in the United States, and the consequent enormous shipments of American cotton to Europe, which for a time actually glutted the principal markets, has naturally affected prices in our markets; but otherwise the total amount of imports and the transactions generally have not been to that extent which under the circumstances might have been expected. The trading company, who have again been the principal importers, brought to market only 19,352 bales American, and 2,544 bales East Indian cotton, against 20,834 and 7,583 bales respectively during 1859; withholding from the market altogether, on account of the low prices ruling, some 10,400 bales East Indian cotton.

The total quantity imported into this port, a large portion of which passed in transit, consisted of 81,392 bales of all descriptions.

Dyewoods.—The imports have been on a more extensive scale than during 1859; and ready sales, at somewhat fluctuating prices, importers have always been able to command. The principal business consisted in Laguna and St. Domingo campeachy, of which 2,700 tons have changed hands. Of fustic, the sales have amounted to fully 500 tons. The trading company, who have for some time already held a stock of about 360 tons sapan-wood, have not deemed it advisable to bring the parcel to market. Besides the above, there remains over in first hands 617 tons campeachy, 117 tons fustic, and 157 tons of various descriptions.

Geneva.—The exportation of Dutch geneva, which has always been very extensive to the East and West Indies, has now greatly increased, in consequence of the daily increasing demand for the Australian ports, where no spirit of the kind can compete in quality and cheapness against the first rate brands exported from this country.

During the last few years the shipments to Australia have been as follows :—

	Pf. galls.
1860	446,015
1859	554,546
1858	355,192
1857	484,705

The famous brands "J D K & Z" and also Key brand in cases of 15 bottles, containing $3\frac{1}{2}$ imperial gallons, 17 U.P., can at present be shipped at 8*s*. 6*d*. per case; and in cases of 12 bottles, containing $1\frac{5}{8}$ imperial gallons, at 4*s*. 10*d*. to 5*s*. per case.

Hides.—Large importations of different sorts of hides have taken place, consisting in all of 71,816 East Indian, and 26,821 West Indian. The transactions have been on a corresponding scale; but the extreme depression in the English markets, occasioned by the failures of some of the first leather houses, has seriously affected the business on the continent; and as no prospect of improvement during the year appeared probable, holders were obliged to give way at rates which must have involved a heavy loss to importers. The stock at this port on the 31st of last month was composed of 52,295 East Indian, 8,598 Australian, and 3,597 Pernambuco hides.

Indigo.—Considerable animation in the spring of last year caused prices at the trading company's sale of Java indigo, in May, to rule from 2*d*. to 7*d*. above the autumn sale rates of 1859. This advance, in consequence of the less favourable result of the London sales in July, and more or less from political causes also, was again lost later in the season, and the subsequent company's sales in October established prices about equal to the autumn sale rates of 1859.

The prospects for the following year, as regards prices, are rather encouraging to private importers, it being known that, notwithstanding the high prices obtained for Java indigo, the article still leaves a heavy loss to the Dutch Government; and measures have recently been taken to discontinue the cultivation in some of the indigo districts in Java altogether, and by no means to extend or encourage it in the other districts.

There have been imported in all 8,937 chests of Java indigo, and 558 chests of other descriptions; and importers hold at present a stock of 2,847 chests, the largest portion being Java indigo in the hands of the trading company.

Oils.—Of South Sea whale oil only 550 vats have been disposed of at 31*l*. 3*s*.; but higher rates could now be commanded.

A more important business has been done in palm oil; there having been sold during the past year in public auction, at different periods, and at prices varying from 42*s*. 6*d*. to 45*s*. 9*d*., about 820 tons, a quantity imported direct from various ports on the coast of Africa.

Of cocoa-nut oil the imports have been very small, and the transactions not above 60 or 70 tons.

On account of the limited stock of various sorts of oil, higher prices are generally demanded.

Rice.—The imports of all descriptions of rice into this country amount to a total of 360,700 bags, and 1,590 casks, which has not proved sufficient to satisfy the continued and animated demand during the whole of last year. Prices have consequently experienced a gradual upward movement, and the transactions entered into, especially as regards purchases of cargoes afloat, have left favourable impressions. The holders of peeled rice (of which large quantities have been held for a considerable time) have naturally seized the opportunity to get rid of a great portion of their stock, and are now in a position to hold out for improved rates.

The stock in importers' hands on the 31st December last was 37,800 bags of all sorts, against 116,800 bags at the same date of 1859.

Spices.—The transactions have been almost exclusively confined to the trading company's annual spice sale, which took place on the 8th August, and comprised 1,872 casks of nutmegs, 792 casks of mace, 353 casks of cloves, 2,386 packages of cinnamon, and 8,427 bags of pepper. Previous to the sale an excessive dullness had prevailed, and prices had reached a figure never known before. Considering this extreme depression, the sale went off better than had been expected, as the total quantity offered to the public was taken at 1*s.* 5¾*d.* for nutmegs, No. 1; 1*s.* 1¾*d.* for mace, D; and 4½*d.* to 4¾*d.* for cloves, No. 2/3. Since the sale a slight occasional demand sprung up; but in no instance have the sale rates been exceeded, and holders of old spices have vainly endeavoured to quit their purchases at the same rates.

It is principally the remnants of former sales, lying on warrants, which effectually check all speculative demand. The old stock, quite sufficient to provide for the usual consumption of a couple of years, consists of no less than 4,064 casks of nutmegs, 1,400 casks of mace, and 3,397 casks of cloves.

Sugar.—No striking events have occurred during the past year to check or impede the usual and regular activity of our sugar market; and although prices have frequently fluctuated, business has continued its wonted course, and the demand has generally been sound and animated. Heavy arrivals simultaneously in the leading markets during the summer months caused prices at a time to recede from 1*s.* 6*d.* to 2*s.* 6*d.*; but later in the season this decline was again recovered, the trading company's November sale establishing rates of 30*s.* 6*d.* to 31*s.* 9*d.* for Nos. 12 to 16.

Reliable statements from the principal sugar growing colonies, since made public, unanimously represent the new crops as exceedingly abundant, which has not failed to have effect on those high prices, and purchases have recently been made on easier terms.

The prospects of large supplies of colonial sugar during the coming season will, however, in some measure be counterbalanced by the less favourable turn of the beetroot in France and Belgium, and an increased consumption everywhere, and it is therefore expected that prices will not rule much lower than the present rates.

The total imports into Holland have amounted to 10,100 tons; and the stock in importers' hands on the 31st December consists of 7,500 tons of all descriptions.

An extensive business has been done in refined sugar, the Dutch refiners having all the year round contracted for large quantities at forward delivery, which by this time have almost all been run off. The unsettled state of Italy has materially tended to keep prices moderate, but 37*s.* 6*d.* has of late been made for middling crushed. The total exports of refined goods exceed 59,000 tons, against 56,000 tons during 1859.

Tea.—The total imports into Holland during 1860 have been 24,506 chests China, and 24,565 chests Java tea, which quantity, otherwise sufficient for one year's consumption, has not proved adequate to the requirements of the trade for the past year, on account of the excessively small supplies of China teas during the two previous years.

The deliveries from the bonded warehouses have quite kept pace with the quantities imported; the year having closed with a stock in first hands of 1,095 chests China, and 7,959 chests Java tea.

Prices, which are always influenced by the course of the English markets, have generally ruled above London rates, especially for the middling and ordinary descriptions.

The "Thomas Sparks," with 6,375 packages of congou, 1,342 packages of souchong, and 817 chests of pekoe, from Foo-chow, is now daily expected.

Tin.—Banca tin last year has in many respects followed the same uninteresting course as during the preceding year. Prices have, in proportion to the extent of the demand, or the more or less favourable opinion of buyers, been constantly fluctuating from 134*s.* to 142*s.* 6*d.* At the annual sale of the trading company on the 28th of June comprising 151,513 slabs, the whole quantity was disposed of at 137*s.* 6*d.*, which was again too high a figure to admit of sound business afterwards. The consequence was a sudden decline in prices, and a dull and dragging market for the remainder of the year, with a very limited business, and no prospects of a sudden revival, unless prices go considerably lower.

The trading company's new stock now amounts to 78,678 slabs Banca.

Tobacco.—A considerable activity has been displayed in the tobacco trade in all the various descriptions of the article, the principal imports into Holland having consisted of 21,050 hhds. Maryland, 3,540 hhds. Virginia, 3,260 hhds. Kentucky and 370 casks stems, and 63,592 packages Java.

The stock now in hand comprises 5,616 hhds. Maryland, 580 hhds. Virginia, 1,689 hhds. Kentucky, and 221 casks of stems.

In conclusion, I beg to annex statements containing the fullest details of the stocks, imports, exports, and prices of the leading articles for a number of years, which have been drawn from authentic sources.

Comparative Statement of Netherland Merchant Shipping, on December 31st, 1858, and December 31st, 1859.

Description of Vessels.	Total Vessels, 31st Dec., 1858.		Vessels Wrecked, Lost, &c., in 1859.		Vessels Built in 1859.		Total Vessels, 31st Dec., 1859.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Clippers	4	3,134	..	..	..	..	4	3,134
Frigates	161	128,864	9	7,628	4	3,198	156	124,448
Barques	423	249,910	23	11,970	9	5,906	409	243.850
Brigs	138	33,430	8	1,712	10	1,940	280	33,856
Schooners	337	56,120	19	3,224	27	4,422	345	57,318
Brigantines and small Barques .	2	416	..	..	1	196	3	612
Galyots and Galiions	278	34,238	11	1,162	29	3,700	296	36,778
Koffs	641	76,772	46	4,548	6	414	601	72,646
Hookers	30	3,350	..	..	..	..	30	3,350
Steamers	41	13,768	..	..	1	564	42	14,340
Ships whose average capacity is less than 100 tons ..	383	21,304	25	1,478	22	1,392	380	21,218
Total	2,438	621,306	141	31,722	109	21,732	2,406*	611,850

* Fishing Boats are not included in these figures.

COMPARATIVE STATEMENT of Imports, Sales, and Stocks of sundry Articles of Produce at Rotterdam and Amsterdam, for the Years 1852 to 1860, both inclusive.

Articles of Produce.	Ports.	1852.			1853.			1854.			1855.			1856.			1857.			1858.			1859.			1860.		
		Imports	Sales.	Stocks.	Imports	Sales.	Stocks.	Imports	Sales.	Stocks.	Imports	Sales.	Stocks.	Imports	Sales.	Stocks.	Imports	Sales.	Stocks.	Imports	Sales.	Stocks.	Imports	Sales.	Stocks.	Imports	Sales.	Stocks.
Coffee, tons—																												
East India	Rotterdam ...	24,012	22,476	8,130	18,972	24,864	2,238	21,168	18,570	4,836	28,131	25,782	7,188	27,324	23,826	10,686	17,424	7,182	20,928	23,844	40,902	3,870	22,164	21,918	4,116	22,146	21,282	4,980
West India... ...	,, ...	996	1,398	...	3,036	2,883	153	1,830	1,983	...	4,164	4,164	...	1,920	1,908	12	3,810	1,644	2,178	432	2,058	552	498	1,026	24	150	174	...
East India... ...	Amsterdam ...	30,618	30,294	7,458	26,616	27,231	6,840	30,810	28,722	8,928	31,032	38,862	1,098	33,306	22,362	12,012	30,780	21,114	21,708	35,430	43,350	13,788	27,960	32,868	8,880	26,826	28,254	7,452
West India... ...	,, ...	1,656	1,602	552	522	780	294	750	606	438	2,976	2,946	468	1,452	1,428	492	6,996	3,960	3,528	594	3,384	738	1,380	2,046	72	138	210	...
East India... ...	Other Ports ...	2,435	2,638	...	2,979	2,814	165	1,623	1,788	...	9,738	6,774	2,964	16,104	13,224	5,844	5,568	5,052	6,360	9,156	12,540	3,276	9,600	10,386	2,490	9,414	11,226	678
Total	... ...	59,717	58,408	16,140	52,125	58,575	9,690	56,181	51,669	14,202	76,011	78,528	11,718	80,106	62,748	29,076	64,578	38,952	54,702	69,756	102,234	22,224	61,602	68,244	15,582	58,674	61,146	13,110
Cotton, bales—																												
All sorts ...	Rotterdam ...	50,876	48,094	3,710	52,895	53,459	3,146	55,300	56,625	1,821	54,266	51,336	1,751	73,342	74,293	800	73,342	71,442	2,700	80,124	79,324	3,500	74,037	74,587	2,900	81,644	81,392	3,202
	Amsterdam ...	12,972	13,149	1,924	8,400	7,399	2,925	10,228	11,196	1,957	12,481	12,549	1,889	20,117	19,523	2,483	36,519	29,599	9,403	21,785	26,913	4,275	27,160	27,426	4,009	32,047	17,674	18,382
Total	... ...	63,848	61,243	5,634	61,295	60,858	6,071	65,528	67,821	3,778	66,747	66,885	3,640	93,459	93,816	3,283	109,861	101,041	12,103	101,909	106,237	7,775	101,197	102,013	6,959	113,691	99,066	21,584
Hides, number—																												
East India	Rotterdam ...	68,632	51,075	22,357	63,197	57,423	28,126	48,767	73,777	3,116	34,842	33,520	4,438	78,917	72,838	10,517	99,082	85,562	21,037	129,518	15,495	138,060	64,204	137,344	64,930	71,816	75,853	60,993
West India	,, ...	14,278	11,326	3,609	14,909	18,518	...	11,074	10,739	335	..	335	...	4,000	4,000	...	39,555	32,076	7,479	14,200	11,955	9,724	...	9,724	...	26,821	23,224	3,597
East India	Amsterdam ...	61,178	42,096	21,400	43,178	51,105	13,470	87,510	84,105	16,875	77,700	90,029	4,546	98,828	97,351	6,023	120,083	79,757	46,319	111,420	41,567	116,202	97,360	146,242	67,320	95,480	91,480	71,220
West India	,, ...	4,561	952	3,609	6,058	6,312	3,355	15,025	12,273	6,107	17,855	23,962	...	26,995	26,996	...	41,509	19,103	22,406	34,260	46,426	10,240	31,800	36,440	5,600	27,800	28,000	5,400
Total	... ...	148,589	105,499	50,975	127,342	133,366	44,951	162,376	180,894	26,433	130,397	147,846	8,984	208,741	201,185	16,540	300,229	216,498	100,271	289,398	115,443	274,226	193,364	329,740	137,850	221,917	218,557	141,210
Pepper, bags—																												
	Rotterdam ...	6,000	900	7,300	4,900	11,600	600	7,000	6,200	1,400	5,100	5,650	850	10,900	11,000	750	6,200	6,850	100	2,300	1,400	1,000	9,500	6,100	4,400	8,700	8,750	4,350
	Amsterdam ...	4,300	3,800	1,700	800	2,500	...	6,000	5,600	400	7,100	6,900	600	8,400	8,300	700	11,000	11,400	300	6,200	5,510	990	6,000	5,290	1,700	3,000	4,500	200
Total	... ...	10,300	4,700	9,000	5,700	14,100	600	13,000	11,800	1,800	12,200	12,550	1,450	19,300	19,300	1,450	17,200	18,250	400	8,500	6,910	1,990	15,500	11,390	6,100	11,700	13,250	4,550
Rice, tons—																												
East India	Rotterdam ...	19,500	19,008	2,742	11,448	13,422	768	14,028	14,466	330	17,730	17,286	774	31,752	22,266	10,260	19,630	22,668	7,272	13,500	13,674	7,098	9,060	13,836	2,322	9,906	11,310	918
West India... ...	,, ...	840	879	38	15	53	...	100	100	...	184	184	...	292	292	...	250	174	76	240	316	...	136	136	...	130	130	...
East India	Amsterdam ...	14,214	12,540	2,874	9,600	12,150	324	16,182	16,044	462	27,864	25,542	2,784	39,780	34,254	8,310	27,900	32,052	4,158	17,460	17,118	4,500	12,498	12,318	4,680	11,736	15,066	1,300
West India... ...	,, ...	436	445	26	40	66	...	80	56	21	16	40	...	46	86	...	70	20	50	260	310	...	130	130	...	188	188	...
Total	... ...	34,990	32,872	5,680	21,103	25,691	1,092	30,390	30,666	816	45,794	43,052	3,558	71,870	56,898	18,570	47,900	54,914	11,556	31,460	31,418	11,598	21,824	26,420	7,002	21,960	26,694	2,268
Sugar, tons—																												
East India	Rotterdam ...	31,500	37,282	3,146	28,800	31,116	910	38,140	36,970	2,080	23,800	24,180	1,700	31,310	27,364	5,646	22,926	24,922	3,650	31,740	32,995	2,395	37,490	38,830	1,055	37,934	36,289	2,700
West India... ..	,, ...	3,000	3,118	954	2,520	2,684	790	1,500	2,130	160	2,500	2,660	...	490	466	24	1,874	1,648	250	2,860	3,065	45	710	660	95	966	1,061	...
East India	Amsterdam ...	43,610	45,444	1,345	38,730	38,085	1,990	43,860	42,335	3,515	43,410	41,955	1,970	55,970	52,162	5,778	41,258	42,463	4,573	47,720	46,378	5,915	41,776	43,391	4,300	42,740	42,757	4,283
West India	,, ...	16,290	17,856	1,255	24,470	25,015	710	18,940	18,665	985	19,890	20,345	530	15,730	15,638	622	16,362	15,237	1,727	13,180	13,622	1,285	8,424	8,509	1,200	9,260	10,443	17
East India	Other Ports ...	3,980	3,980	...	3,040	2,690	350	2,950	3,300	...	7,100	6,420	680	10,640	8,090	3,230	7,750	10,300	680	11,500	11,110	1,070	8,800	9,420	450	30,400	28,830	2,020
Total	... ...	98,380	107,680	6,700	97,640	99,590	4,750	105,390	103,400	6,740	96,700	98,560	4,880	114,140	103,720	15,300	90,150	94,570	10,880	107,000	107,170	10,710	97,200	100,810	7,100	121,300	119,380	9,020
Tea, chests—																												
	Rotterdam ...	29,408	23,863	9,345	17,572	24,156	2,761	18,071	15,168	5,664	41,200	36,264	10,600	31,425	32,618	9,407	32,894	37,846	4,155	22,769	22,535	4,698	15,015	13,982	5,722	41,682	39,216	8,188
	Amsterdam ...	7,500	7,350	650	9,500	9,200	950	17,900	11,950	6,900	14,250	13,450	7,700	23,190	23,366	7,524	23,926	26,145	5,305	17,400	18,105	4,600	12,275	16,365	510	8,389	8,033	866
Total	... ...	36,908	31,213	9,995	27,072	33,356	3,711	35,971	27,118	12,564	55,450	49,714	18,300	54,615	55,984	16,931	56,820	63,991	9,760	40,169	40,640	9,298	27,290	30,347	6,232	50,071	47,249	9,054
Tin, slabs—																												
Banca ...	Rotterdam ...	59,780	70,943	16,101	57,260	60,134	13,227	71,027	67,136	17,118	78,041	66,031	29,128	101,660	80,565	50,223	74,670	97,139	27,754	81,686	84,561	24,879	75,577	70,233	30,223	83,115	80,014	33,324
	Amsterdam ...	79,873	85,759	16,923	61,569	62,178	16,314	72,674	65,728	23,260	65,592	68,399	20,453	105,395	86,817	39,031	112,279	93,420	57,890	76,881	106,281	28,490	81,119	68,895	40,714	76,139	71,499	45,354
Total	... ...	139,653	156,702	33,024	118,829	122,312	29,541	143,701	132,864	40,378	143,633	134,430	49,581	207,055	167,382	89,254	186,949	190,559	85,644	158,567	190,842	53,369	156,696	139,128	70,937	159,254	151,513	78,678
Tobacco, hhds—																												
All sorts ...	Rotterdam ...	11,815	12,084	2,137	8,297	9,068	1,366	7,411	6,836	1,911	13,301	14,318	924	18,287	17,801	1,410	14,892	14,951	1,351	9,952	9,252	2,051	10,885	10,138	2,798	14,148	13,818	3,128
	Amsterdam ...	15,861	17,239	2,951	8,555	9,757	1,749	10,199	9,520	2,428	8,372	8,673	2,037	9,430	9,264	2,203	7,810	8,289	1,724	9,536	8,783	2,477	9,440	9,929	1,988	16,047	13,272	4,763
Total	... ...	27,676	29,323	5,088	16,852	18,825	3,115	17,610	16,356	4,369	21,763	23,081	2,961	27,717	27,065	3,613	22,702	23,240	3,075	19,488	18,035	4,528	20,325	20,067	4,786	30,195	27,090	7,891

IMPORTS by the Netherland Trading Company of the following leading Articles during 1860.

Article	Unit	Quantity
Coffee, Java	bags	888,200
,, Ceylon	casks	2,234
,, ,, ...	bags	2,733
Sugar, Java	baskets	249,591
,, ,, ...	mats	1,463
Spices—Nutmegs ..	casks	1,872
,, Mace	,,	792
,, Cloves	,,	353
,, Pepper	,,	8,508
Indigo	piculs	6,065
Cochineal	boxes	379

Article	Unit	Quantity
Banca Tin	slabs	151,513
Cinnamon, Java	packages	2,306
Tea ,, ...	chests	24,565
Hides	hides	28,906
Rattans	bundles	599,423
Cotton, American ..	bales	17,352
,, East Indian ..	,,	2,544
Wool, Australian ..	,,	1,804
,, Cape	,,	6,885
,, American ..	,,	1,540

EXPORTS (Free on Board).

Article	Unit	£	s.	d.		£	s.	d.
Candles, Brandon's, in cases of 25 packets, 16oz. real nett weight, case		1	5	6				
Ditto, 14oz. ,,	,,	1	2	6				
Cheese, Gouda, Old	cwt.	2	18	0	to	3	1	0
,, Edam Grass (in boxes).	,,	3	5	0	,,	3	10	0
,, Kanters..	,,	1	6	0	,,	1	8	0
Grain, Red Rhine Wheat, New.	qr.	3	3	0	,,	3	6	0
,, ,, Old .	,,	3	5	0	,,	3	10	0
,, White Zealand, New ..	,,	2	12	0	,,	2	15	0
,, ,, Old ..	,,	2	15	0	,,	3	6	0
,, Oats, Brew	,,	0	18	0	,,	1	2	0
,, ,, Feed	,,	0	14	0	,,	0	15	0
,, Barley, Nassau	,,	1	18	0	,,	2	1	0
,, Horse Beans	,,	1	10	0	,,	1	16	0
,, Pigeon Beans	,,	2	0	0	,,	2	5	0
,, Peas, Blue	,,	2	15	0	,,	3	0	0

Article	Unit	£	s.	d.		£	s.	d.
Geneva, Scotch, pf. 108°, in pipes	gal.	0	2	1				
,, London, pf. 103° ,,	,,	0	1	9				
,, Dutch, pf. 86° ,,	,,	0	1	7				
,, London, pf. 103°, case, 15 botts.		0	9	8				
,, Dutch, pf. 86° ,,		0	9	0				
,, ,, pf. 83° ,,		0	8	6				
,, London, pf. 103°, case, 12 botts.		0	6	1				
,, Dutch, pf. 86° ,,		0	5	2				
,, ,, pf. 83° ,,		0	4	10	to	0	5	0
Oilcake, Linseed	ton	9	15	0	,,	10	10	0
,, Rape	,,	7	5	0	,,	8	0	0
Seeds, Clover, Red Upland ..	cwt.	2	7	0	,,	2	11	0
,, Carraway Seed	cwt.	1	3	0	,,	1	5	0
Madders, Crop	,,	2	16	0	,,	3	3	0
,, Ombros	,,	2	10	0	,,	2	12	0
,, Gamenes	,,	2	5	0	,,	2	8	0

COLONIAL PRODUCE (Free on Board).

Article	Unit	£	s.	d.		£	s.	d.
Arrack, Java	galls.	0	2	0½	to	0	2	2
Ashes, United States, Pot ..	cwt.	1	9	3	,,	1	9	6
,, ,, Pearl ..	,,	1	11	3	,,	1	12	6
,, Russian and Tuscany ..	,,	1	8	0	,,	1	9	9
Coffee, Java, ordy. to good ordy.	,,	3	10	0	,,	3	10	6
Cochineal, Java	lb.	0	4	8½	,,	0	5	6
Cotton, Surinam and Nickerie	,,	0	0	6	,,	0	0	8½
Dyes, Turmeric	cwt.	0	10	9	,,	0	11	0
Indigo, Java	lb.	0	7	0	,,	0	9	9
Rattans	cwt.	0	17	0	,,	0	18	9
Rice, Java	,,	0	10	0	,,	0	16	6
Spices—Nutmegs	lb.	0	1	5½	,,	0	1	6
,, Mace	,,	0	1	1½	,,	0	1	1¾

Article	Unit	£	s.	d.		£	s.	d.
Spices—Cloves	lb.	0	0	4½	to	0	0	4¾
Sugar, Java, White, No. 14/20	cwt.	1	13	0	,,	1	16	9
,, ,, Grey, No. 12/13 .	,,	1	11	9	,,	1	13	0
,, ,, Yellow, No. 9/11	,,	1	10	0	,,	1	12	0
,, ,, Brown, No. 5/8..	,,	1	6	0	,,	1	9	0
,, Refined, Loaves ..	,,	1	14	0	,,	2	0	0
,, ,, Crushed ..	,,	1	13	0	,,	1	17	0
Tea, Java, Congou and Souchong	lb.	0	1	4	,,	0	1	6
,, Green	,,	0	0	10	,,	0	1	6
Tin, Banca	cwt.	6	15	6	,,	6	16	3
Tobacco, Virginia	lb.	0	0	6	,,	0	0	8
,, Maryland	,,	0	0	6	,,	0	0	8¼
,, Georgia and Kentucky	,,	0	0	5½	,,	0	0	7¼

NEW GRANADA.

PANAMA.

Report by Mr. Bidwell, British Acting-Consul at Panama, on the Trade of Panama in the year 1859.

THE commerce of Panama for the year 1859 may, upon the whole, be estimated as having favourably progressed, as will be seen by the following statement, showing the amount of transportation over the railroad for this period.

		First Six Months.	Second Six Months.	Total.
Passengers	No.	2,025	26,761	46,976
Gold	$	23,465,260	24,917,216	48,382,476
Silver.. ..	$	5,549,084	6,890,024	12,439,108
Merchandise.. tons (weight)		9,296	11,401	20,627
Ditto .. .. tons (measurement)		5,764	6,974	12,728

The internal revolutions of the country have not, and probably will not, affect the trade of the Isthmus; and hitherto the public order has happily not been disturbed from this cause.

The trade returns show a notable decrease of European and American merchant vessels at Panama, the merchandize required for the consumption of the Isthmus being now nearly all supplied by means of the railway; and an increase, corresponding to this decrease, has been experienced in the shipping at Colon.

Great facilities have been afforded for the shipment of merchandize from Europe, by a system of through bills of lading granted at the original port of embarkation for delivery of goods, *viâ* Panama, at the chief ports in the ports in the Pacific; and a considerable reduction in the rates of freight has been made under this arrangement.

The following rates are now established for passages and freight, by steam vessels, from Panama to the under-mentioned places in the Pacific:—

Places.	Passage Money		Rate of Freight per Ton.
	1st Class.	2nd Class.	
	$	$	$
Buenaventura	50	25	10 to 12
Tumaco	60	30	10 ,, 12
Guayaquil	100	50	25
Paita	110	55	25
Lambayeque	130	65	25
Huanchaco	130	65	25
Casma	135	67½	30
Huacho	140	70	30
Callao	150	75	30
Pisco	165	82½	30
Islay	210	105	35
Arica	220	110	35
Iquique	230	115	40
Cobisa	240	120	40
Caldera	250	125	40
Huasco	255	127½	45
Coquimbo	260	130	45
Valparaiso	270	135	45
Punta Arenas	50	..	14
Realeso	65	..	16
La Union	70	..	16
La Libertad	75	..	18
Acapulta	80	..	18
San Jose	85	..	18
Acapulco	87½	37½	25 to 30*
San Francisco	175	75	50 ,, 60*
Esmeraldas	75	35	15 ,, 12
Manta	80	40	10 ,, 12

* 5 per cent. primage

The Pacific Steam Navigation Company has opened a monthly communication by steam with the ports of Buenaventura, Tumaco, Manta, and Esmeralda; and a fortnightly communication has been opened with the Central American ports, referred to in the report from this Consulate for the year 1856.

It is estimated that 23 tons weight of British mails, and 422 tons of American mails, have been transmitted across the Isthmus from the 1st of January to the 31st December of the past year.

The shipment of Bullion for England, by way of the Isthmus, for the same period, was as follows:—

	Gold.	Silver.	Total.
	$	$	$
From Mexico ..	232,171·49	4,139,686·19	4,371,857·68
California.	4,157,683·98	..	..
S. America	535,701·29	7,145,964·70	7,681,665·99
Panama ..	477,345·58	67,959·92	545,305·50

No fluctuation worthy of note has taken place during the year in the rates of exchange on Europe and the United States of America.

OLDENBURG.

Report by Mr. Köpper, British Vice-Consul at Brake, on the trade of the Grand-Duchy of Oldenburg in the year 1860.

The trade of the Grand-Duchy continues generally improving, and shows a steady gradual increase; it has, however, in the course of the year afforded no subject for new and interesting communications.

The importation cannot be in any way accurately ascertained. The chief import articles consisted of cotton twist, cotton, and cotton ware, chiefly British and direct, and partly from Hamburg and Bremen; coals and cinders from England; bar, loop, and plate iron, ironware of all descriptions, machinery, &c., chiefly from Great Britain; pig-iron, the same, and partly from Sweden; coffee from Bremen, Hamburg, and Holland; sugar and molasses from Bremen, Holland, Belgium, and partly from England; rice from Bremen, chiefly; tobacco and stems principally from Bremen, partly manufactured from Holland; wine and spirits from France, Holland, the Baltic, Bremen and interior; deals and planks from Norway, the Baltic, and America. Quantities could not possibly be ascertained. Of coals, about 2,1000 tons; pig-iron, about 2,850 tons; and of cotton, nearly all East India, about 270 tons, have been imported from Great Britain.

The chief export articles to England, Holland, and Belgium, were rape-seed, beans, oats, barley, and wheat. Considerable quantities are also exported to Bremen. The other export articles were butter, principally sent to Bremen; pork and hams, to Hamburg and Bremen, chiefly, and partly to England; oil-cake, bones, cattle, sheep, and horses, to England, Hamburg, Bremen, and the interior.

The quantities of each have hitherto not been ascertainable with any accuracy, nor the tonnage of British shipping which partook in the export trade.

The exportation of live-stock to England amounted to 4,018 head of cattle, 1,179 sheep, and 1 horse.

The port of Brake was visited this year by 601 vessels, 61 of which were British, of the measurement of 12,263 tons, with 477 seamen.

The interest in shipping has not increased this year, and may still be computed at about 40,000 tons; the number of manufactories has not been augmented this year.

The Greenland fishery, in which 4 vessels were employed this year, has not proved successful, only having yielded 7,600 seals; the trade is not likely to be extended again, nor will the herring fishery be recommenced, only one small vessel having been sent to Scotland, buying and curing the fresh herring there, having brought home 217 barrels. Three vessels are employed in the South Sea fishery.

The works at the marine establishment of Prussia on the Fahde are advancing very slowly, but the enlargement of the harbour of Brake will be finished this year.

Other public works, except a gradual improvement of the roads, are not at present in contemplation.

PORTUGAL.

MADEIRA.

Report by Mr. Erskine, British Consul at Madeira, of the Trade, &c., of the Port of Funchal, in the Island of Madeira, for the year 1859.

In the year 1859 a decrease in the exports took place below the total value of those of 1858, by about 11,215*l.*

The most remarkable decrease in quantity and value occurred in the articles of coal, flour, Indian corn, olive-oil, rice, sugar, and wheat; but at the same time there appears to have been an increase in the articles of fish, iron, linen, specie, and timber.

It appears from the returns of exports for the year 1859, that a decrease took place below the total value of those for the year 1858 by about 7,294*l.*

The decrease appears principally in the quantity and value of the articles of sugar-cane brandy, and the re-export of coal; but on the other hand, there appears to have been an increase in the articles of cochineal, dried fruit, onions, potatoes, sugar, and wine, the latter article having increased in quantity by 222 pipes, and in value by about 12,606*l.*

I am of opinion that the returns of the export trade, obtained from official sources here, exhibit imperfectly the amount exported, as they do not comprehend various small articles of native growth, and industry of considerable aggregate value, but of which no official amount is taken, as they are not liable to duties of export.

The following statement shows that the estimated value of imports in British vessels during the year 1859 had increased, while that of imports in foreign vessels had decreased, as compared respectively with those of 1858; but it also shows that the estimated value of exports in British vessels in 1859 had decreased, while those in foreign vessels had not materially differed from the year 1858.

	Imports.		Exports.	
	British Vessels.	Foreign Vessels.	British Vessels.	Foreign Vessels.
	£	£	£	£
1855.. ..	59,260	50,950	56,100	19,180
1856.. ..	74,700	44,250	47,850	29,300
1857.. ..	94,890	67,087	74,700	45,800
1858.. ..	110,978	87,440	64,090	37,700
1859.. ..	115,710	71,493	56,660	37,836

The following Table exhibits a decrease in 1859, in the number of both British and foreign ships, but an increase in the tonnage of both, as compared with the navigation movements of the year 1858:

Account of the British and Foreign Navigation, during the Years 1855 to 1859 inclusive.

Year.	BRITISH.						FOREIGN.					
	Entered.			Cleared.			Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
1855 ..	75	18,016	1,050	77	18,586	1,081	117	17,264	1,243	117	17,635	1,256
1856 ..	75	18,660	994	70	16,515	878	97	16,551	1,141	98	16,218	1,140
1857 ..	73	18,846	888	74	16,005	897	116	20,019	1,358	105	18,926	1,275
1858 ..	120	31,680	2,035	122	31,761	2,068	109	18,451	1,220	115	18,314	1,223
1859 ..	112	42,131	2,821	112	42,351	2,821	93	20,042	1,188	91	19,648	1,165

Although the vine disease still prevails, the successful result of some experiments made on a small scale in 1860, of applying sulphur to the vines, is, together with the high price of wines, now inducing the import of vine cuttings and a renewal of plantations; thus affording a hope that in the course of time good new Madeira wines may be produced for export.

The propagation of cochineal has not yet apparently been attended with a satisfactory result.

The cultivation of the sugar-cane continues, and the manufacture of spirits and raw sugar is carried on for island and home consumption.

The government has adopted and is now enforcing the use in this island of the French metrical system.

I cannot report any recent changes at this port affecting shipping, or altering the channels of trade.

PRUSSIA.

KŒNIGSBERG.

Report by Mr. Hertslet, British Consul at Kœnigsberg, on the Trade and Commerce of that Port in 1859.

Notwithstanding the disquietudes occasioned by the Italian war, the past year has been a very considerable grain trade year in the annals of Kœnigsberg, an excellent harvest and lively demand having occasioned a large trade.

The exportation in 1859 was—

	Impl. Qrs.
Wheat	208,120
Rye	358,953
Barley	21,670
Oats	20,464
Peas	29,090
Beans	7,800
Tares	13,850
Linseed	48,471
Rape and Linseed, &c.	20,732
Total	729,420

The stocks on the spot, on the 31st December, were—

	Impl. Qrs.
Wheat	50,925
Rye	45,675
Barley	8,600
Oats	9,000
Peas	7,140
Linseed	9,250
Rape Seed, &c. ..	7,980
Total	138,570

The wheat harvest of 1859 was an excellent one, and the rye harvest a fair average one. Summer corn and shelled grain and seeds yielded a fair average. As to quality, wheat and rye are all that can be wished, and other grain a fair average quality.

The movements of the grain trade were:—

Wheat was at the commencement of the year very quiet. In the first half of April a demand sprang up; it was then again quiet until September and October, when a demand commenced which lasted till the end of the season, and considerable orders arrived from England and Scotland. The closing price was 40*s.* to 45*s.* per quarter.

Rye.—During the first half of the year this article was neglected, and the price fell considerably in June. Towards the end of the year prices rose again, and closed at 28*s.* to 29*s.* per quarter.

Barley.—The finer sorts of barley were sought for home consumption, at 28*s.* to 29*s.* per quarter. The large quantities wanted by local brewers of Bavarian beer has much affected the quantity available for exportation, which was formerly much larger.

Oats receded from 16*s.* and 18*s.*, to 12*s.* and 15*s.*, at which figure they remained.

Peas.—Good peas were rather scarce, and were worth 24*s.* to 43*s.* per quarter, according to quality.

Beans.—Good quality likewise scarce; this article suffering from a new species of worm, which it is supposed has been imported with fresh seed-beans from Egypt.

Tares receded in value towards the end of the season.

Linseed.—The quality of this article was good, but the quantity deficient, and prices went up in consequence; but the price of oil abroad soon checked the improvement, and prices went to the old level of 27*s.* to 30*s.*

Flax.—Want of quantity and suitable qualities, together with the political fears in South Germany and elsewhere, caused the trade in this article to be very dull all through the year. The export was about one thousand tons; and some hundred tons of low quality only remained as stock at the close of the year.

Tallow.—Supplies from Russia did not arrive at all this year, but the inland supplies were more than sufficient for the requirements of the province. The price varied from 52*s.* to 54*s.* per cwt., at which figure good quality was obtainable.

Oil.—Rapeseed oil varied from 42*s.*, 29*s.*, to 33*s.* per cwt. Linseed oil from 36*s.*, 29*s.*, 30*s.*, and 32*s.* per cwt.

Oilcake.—The only market for this article is Great Britain, and the price obtainable on the spot for exportation was about 6s. per cwt. Rape cakes, 4*s.* 4*d.* to 4*s.* 6*d.* per cwt. The export of oilcake was 10,426 cwt.

Hides and Skins.—No supplies of Russian hides arrived; for inland hides, high prices ruled; for ox hides, 17*s.* to 24*s.* each were paid; and for cow hides, 11*s.* to 15*s.* Horse hides, 7*s.* to 8*s.* Calf skins were in great demand; and prices varied from 19*l.* 10*s.* the hundred to 10*l.* 10*s.*, and rose again to 20*l.* 5*s.* The supply consisted in 70,000 Prussian calf skins, and 80,000 Russian sheep skins, varied in price from 6*l.* to 19*l.* 10*s.* per hundred for town slaughtered, and 4*l.* 10*s.* to 18*l.* for land slaughtered; ordinary ones were difficult to sell.

Bones, Cattle.—This article was not a successful one: about 1,200 tons were exported at declining prices.

Paper Rags.—The transit trade in this article was less than usual. The home consumption, the usual average quantity exported by sea, 28,372 cwt.

Bristles.—The trade in this article became lively at the close of the Italian war, large orders arrived, and prices rose considerably.

	per lb.
White, Shoemaker's ..	48 silbergroschen.
Grey ditto ...	38 „
White, 1 leck	28 „
Leck 2	15 „
Grey, 1 Crown	28 „
„ No. 2	13 „
Brack	5 to 6 „

Horsehair.—The supply was not equal to the demand, and prices accordingly high.

	per cwt.
For Tails	90*s.* to 120*s.*
Stable	90*s.*
Manes	60*s.* to 66*s.*

Exported by sea 206 cwt.

Feathers.—Only a trifling business done.

Wood.—This trade will not flourish owing to local disadvantages.

Wool.—The market for this article was unfavourable to settlers. Of the 12,000 cwt. which arrived in June, only 6,600 cwt. could be sold at 48*s.* to 60*s.* per cwt. lower than in 1858; but in August things looked better, and the remainder was sold at a recovery of 30*s.* to 36*s.* per cwt., and a considerable part of the shearing of 1860 was sold on contract for delivery at this figure.

Manufactured Goods.—*En gros* was considerably less than in 1858; and the trade with Russia brought heavy losses. The home trade was fair, but the transit trade cannot contend against the high Russian duties.

Colonial Produce.—In the commencement of the year this trade was bad, but towards the end of the year it recovered, and the improved prices of many articles had a healthy effect. Rice must, from the high import duty of 3*s.* per cwt., be almost considered as a luxury when the grain and potatoe crops have been good. The value of tea rose 30 to 60 per cent., but transactions were small. The export of colonial produce to Russia was again smaller. It is to be hoped that the opening of the Kœnigsberg-Eydtkuhner Railway will give this trade more steadiness, particularly if the Zollverein export and transit duties could be abolished. The sealing and other Customs' regulations are a sad drawback to the transit trade to Russia.

Spirits of Wine.—Transactions were unimportant in comparison with former years. Business was almost entirely of a local nature. Prices rose considerably in August and September. The import into Kœnigsberg was 25,000 hhds.

Herrings.—The importation was 74.854 barrels; of which 65,900 were from Norway, 4,950 from Scotland, and 4,000 Baltic Coast herrings. The exportation was 29,300 barrels; and stocks at the close of the year 5,100 barrels. The slovenly method of bracking and packing in Norway caused many barrels to arrive in bad condition. There was a great diminution in the demand for Crown full brand herrings for Russia.

Iron, Bar.—Transactions were smaller than usual, and prices fell 15 to 20 per cent. The importation consisted of 61.914 cwt. of raw iron, 27,283 cwt. of rolled iron, 13,480 cwt. of fine iron, and 5,098 cwt. of cast iron. 524,101 cwt. of rails went in transit to Russia.

Salt.—The importation was 4,358 lasts for government, and 490 lasts transit salt for Russia, which left no profit.

Coals.—The consumption of coals is increasing. The importation was 643,541 cwt.

Guano.—The importation was 18,792 cwt., or about 9,000 cwt. less than in 1858. The increased manufacture of artificial manure is the cause of the diminished use of guano.

Linen.—The price of home-spun unbleached linen rose somewhat on account of the deficiency of the flax crop of 1858. The exportation was 1,558 cwt.

Bill Business was of less magnitude than the extensive grain trade would have lead one to suppose. In government securities and railway shares, &c., the transactions were unimportant.

Transit Sugar.—Only 4,000 cwt. were forwarded. A railway to Pillau appears to be the only method of increasing the transit trade to Russia.

Sugar Refineries.—Our manufacturers have been compelled to give up refining Indian sugar, and resort to beet-root. The import duty has changed, for Kœnigsberg, from a protective to a prohibitive duty. It is deplored that the Prussian proposals at the late commercial conferences, to allow a drawback or bonification on the exportation of beet-root sugar, have not been agreed so. The Zollverein in this respect is even behind Austria, which does grant a bonus on beet-root sugar which is exported. The quantity of raw beet sugar used by our manufacturers was 90,000 cwt., and about 20,000 cwt. of colonial raw sugar which remained over from 1858. Kœnigsberg is from its geographical position a place of export, and it is therefore the more to be wished that a bonus should be granted, and that the colonial sugar should be allowed to enter into free intercourse, as the beet-root raw sugar is not qualified for consumption.

Manufactories.—The political disturbances and war-like times have visibly injured our manufactories, and likewise the state of money affairs in Russia. Wool-combing and paper-hanging factories have suffered. The exportation of pianofortes to the Havana has declined, but there are hopes of its recovery. Other factories have not done much better, with the exception of stearine, soap, and candles, steam-grinding and saw-mills, bone and plaster mills, and breweries, which have done well. Oil was sent considerably to the western provinces of Prussia, and oilcake to England. It is to be wished that other States would follow the example of the Zollverein in reducing the high duties on oil.

Harbour.—The deepening of the Haff, and of the inner harbour at Pillau, was persevered in. The southern mole at Pillau, which had been injured by storms, has been repaired, and works for lengthening it are going on. The pilot harbour has been widened and deepened, and the sheds for the life-boats brought nearer to the sea. The closing of the inner harbour at Pillau has not been effected, because the hoped-for railroad may require altered plans.

Inland Navigation.—The sad state of the water-route to Russia—the chief artery of the trade to Kœnigsberg—has been the cause of petitions and complaints to government for assistance ever since the year 1775; it must therefore be most seriously wished, that until the contemplated steam regulations are carried out, that a steam dredging machine be allowed to remove the hindrances temporarily.

Freights remained low all through the year. The number of ships belonging to Kœnigsberg, at the end of the year, was twenty-four, with 3,731 lasts. The system (introduced in 1852) of measuring the small class of vessels suitable to the port, and the method of levying harbour dues on them, makes it impossible for such vessels to exist. Navigation opened on the 25th February, and closed on the 4th December.

General Remarks.—From all that has been said, it must be inferred that the political uncertainties have done less harm to trade than to the manufacturing classes. A proof of the increased power of production of the province is the increased exportation of grain, whilst the supplies from Russia have not increased.

It is wished that the import duties on all bread stuffs may be abolished, and mitigated on rice; and the abolition of the export duties on wool, paper, rags, and bones is a necessity.

Although the iron-foundries cry out at the lowering of the iron duties, still it is clear, that not they, but agriculturists and industry are the real sufferers from the high iron duties. The protective duty on iron must be lowered, and the Baltic provinces have a right to insist on it, because the two branches of manufacture had advanced to importance in them. Oil-mills and colonial sugar refining have been deprived of the duty in their favour to benefit the Zollverein, and the lowering of the duties on them has not been accompanied by any alleviation of iron.

The Corporation of Merchants acknowledge with thanks the alleviations in the Customs Declarations at Pillau.

By any accumulation of goods there are difficulties in effecting fire insurances here; and it must be wished that some steps be taken to alter this, and likewise for the safety of property at sea.

Great hopes are entertained of increased trade through means of the railway to Russia; but it is felt that the work is only half done, unless the railway to the sea at Pillau be carried out.

RETURN of Articles imported into Kœnigsberg by Sea, by River, and by Railway, in 1859.

Articles of Import.	By Sea, Direct and Indirect.	By Sea, Coastwise, and from the Zollverein.	Inland Navigation from Russia.	By Railway.	Totals.	Estimated in Prussian Currency.		Amount in £ sterling.		
						Th.	gr.	£	s.	d.
Cotton, Raw .. .. cwts.	1,700	365	..	..	2,065	41,300	0	6,195	0	0
Cotton Wares .. .. "	13,474	3,981	17	2,141	19,613	588,390	0	88,258	10	0
Lead .. .. .. "	285	1,919	..	..	2,204	17,632	0	2,644	16	0
Lead Wares .. .. "	58	403	..	..	461	3,688	0	553	4	0
Drugs and Colours .. "	14,371	48,113	22	414	62,920	629,200	0	94,380	0	0
Chemical Manufactures .. "	509	2,910	..	251	3,670	73,400	0	11,010	0	0
Iron, Raw .. .. .. "	61,914	..	..	..	61,914	185,742	0	27,861	6	0
Iron and Steel Wares .. "	377,014	287,072	28	393	664,507	4,983,802	15	747,570	7	2
Tin and Zinc Wares .. "	1,211	4,443	..	17	5,671	226,840	0	34,026	0	0
Flax—Hemp .. .. tows	..	239	84,834	..	85,073	1,020,876	0	153,131	8	0
Wheat .. .. scheffels	..	60	3,245	..	3,305	9,915	0	1,487	5	0
Rye .. .. .. "	53	..	596,577	..	596,630	795,506	20	119,326	0	0
Barley .. .. "	2,055	..	4,975	..	7,030	7,030	0	1,054	10	0
Oats .. .. .. "	..	1,336	30,463	..	31,799	31,799	0	4,769	17	0
Peas, Beans, Tares. "	17	433	9,553	..	10,003	20,006	0	3,000	18	0
Sundry Seeds and Berries "	334	1,441	66,749	..	68,524	205,572	0	30,835	16	0
Glass and Glass Wares .. cwts.	342	1,966	..	8	2,316	50,952	0	7,642	16	0
Hides, Skins, Hairs .. "	113	8	1,132	110	1,363	27,260	0	4,089	0	0
Cork and Wood Wares .. "	408	1,812	3	384	2,607	13,035	0	1,955	5	0
Hops .. .. .. "	14	519	..	21	554	11,620	0	2,493	0	0
Copper and Brass Wares.. "	324	1,323	..	29	1,676	167,600	0	25,140	0	0
Quinquailleries .. .. "	21	1,349	8	454	1,832	91,600	0	13,740	0	0
Leather .. .. .. "	19	1,562	2	..	1,583	47,490	0	7,123	10	0
Linen, Yarns, &c. .. "	429	449	..	882	1,760	176,000	0	26,400	0	0
Tallow—Stearine Candles. "	..	761	..	..	761	15,220	0	2,283	0	0
Rags, Paper, &c. .. .. "	..	..	11,297	..	11,297	56,485	0	8,472	15	0
Malt Liquors .. .. "	2,365	205	..	..	2,570	25,700	0	3,855	0	0
Spirits .. .. .. "	1,496	8,512	2	75	10,085	201,700	0	30,255	0	0
Oil of all kinds .. .. "	1,377	2,154	..	310	3,841	46,092	0	6,913	16	0
Wine .. .. .. "	11,801	4,586	..	874	17,261	345,220	0	51,783	0	0
Southern Fruits .. .. "	3,936	1,774	..	1,026	6,736	101,040	0	15,156	0	0
Spices .. .. .. "	5,644	150	..	29	5,823	116,460	0	17,469	0	0
Herrings .. .. barrels	68,915	4,265	..	..	73,180	585,440	0	87,816	0	0
Coffee .. .. .. cwts.	20,220	1,112	..	418	21,750	435,000	0	65,250	0	0
Rice .. .. .. "	9,505	2,044	..	367	11,916	83,412	0	12,511	16	0
Cocoa .. .. .. "	184	15	..	11	210	4,200	0	630	0	0
Tobacco .. .. .. "	2,636	4,524	..	922	8,082	161,640	0	24,246	0	0
Tea .. .. .. "	12,812	245	..	1,024	14,081	704,050	0	105,607	10	0
Sugars and Molasses .. "	30,012	48,387	..	178	78,577	628,616	0	94,292	8	0
Silk Wares .. .. "	72	32	..	347	451	45,100	0	6,765	0	0
Paper .. .. .. "	30	4,976	..	67	5,073	101,460	0	15,219	0	0
Soap .. .. .. "	1	1,160	..	1	1,162	18,592	0	2,788	16	0
Coals .. .. .. "	643,592	..	..	..	643,592	171,624	16	25,743	14	0
Tars and Pitch .. .. "	3,419	4,187	..	22	7,628	22,884	0	3,432	12	0
Wool and Woollen Wares. "	436	493	..	1,333	2,962	256,299	15	38,444	18	0
Salt .. .. .. "	183,720	..	..	..	183,720	79,612	0	11,941	16	0
Guano .. .. .. "	17,849	943	..	..	18,792	56,376	0	8,456	8	0
Sundries .. .. .. "	21,327	15,412	2,115	3,019	41,873	125,619	0	18,842	17	0
Total.. ..	..	..	..	..	..	13,819,098	6	2,072,864	14	2

In 1858 the Imports amounted to £1,120,883.

RETURN of Articles exported by Sea from Konigsberg in the Year 1859.

Articles of Export.	To Great Britain.	To Belgium.	To Hanse Towns.	To Denmark.	To France.	To Holland.	To Hanover.	To Norway.	To Oldenburgh.	To Pomerania.	To Russia.	To Sweden.	TOTAL.	Estimated Amount. Prussian Currency.	Estimated Amount. £ Sterling.			Quantity Exported in 1856.
														Th. gr.	£	s.	d.	
Wheat Lasts of 10½ Imp. Qrs.	14,346	36	36	13	...	2,610	...	125	4	440	...	...	17,610	2,553,450	383,017	10	0	11,278
Rye ... " "	2,026	52	896	2,146	...	4,506	3,785	7,707	160	12,117	...	164	33,559	2,852,515	427,877	5	0	24,832
Barley... " "	1,164	361	...	...	...	103	...	158	...	...	...	...	1,786	137,522	20,628	6	0	2,771
Oats ... " "	1,235	19	...	...	...	...	...	...	...	385	...	...	1,639	96,701	14,505	3	0	7,812
Peas ... " "	1,372	...	103	3	...	692	174	76	4	1	...	...	2,425	274,025	41,103	15	0	3,940
Beans ... " "	769	...	...	...	...	1	...	...	...	...	...	...	770	93,170	13,975	10	0	961
Tares ... " "	979	...	3	75	64	...	46	8	...	4	...	...	1,179	142,659	21,398	17	0	200
Hemp, Rape, and Linseed	2,826	...	41	202	...	2,274	42	472	...	342	...	50	6,249	824,868	123,730	4	0	6,447
Flax ... ... centner	12,559	...	1	...	...	11	7,055	...	...	...	...	...	19,626	235,512	35,326	16	0	49,636
Flax, Tow, and Codilla ... cwts.	43	...	...	...	...	...	20	...	...	...	...	...	63	504	75	12	0	2,170
Hemp ... ... "	...	...	2	...	...	84	168	...	...	3,731	...	594	4,579	45,790	6,868	10	0	2,899
Hemp Tow, &c. ... ... "	...	...	...	...	...	...	...	...	...	328	...	...	328	2,296	344	8	0	...
Linen ... ... "	...	...	141	71	...	520	...	19	...	5	...	...	756	11,340	1,701	0	0	640
Bristles ... ... "	24	...	...	...	...	114	...	...	...	68	...	...	206	13,596	2,039	8	0	278
Clover, Timothy Seed ... "	650	...	...	1,202	...	207	...	22	...	262	...	35	2,378	59,450	8,917	10	0	841
Oil-cake ... ... "	98,026	...	...	...	...	500	...	...	...	...	...	1,900	100,426	200,852	30,127	16	0	91,208
Bones, cattle ... ... "	24,073	...	...	...	...	...	...	...	...	...	...	...	24,073	24,073	3,610	19	0	33,823
" burned, and Sugar Scum ...	1,957	...	...	...	2,240	...	...	...	...	899	...	...	5,096	6,794	1,019	2	0	3,031
Sugar and Syrup	...	...	1,760	...	...	...	...	...	...	6,276	...	...	8,036	112,504	16,875	12	0	10,373
Rags, paper	9,338	...	...	...	...	...	16,018	...	...	2,026	...	...	27,382	136,910	20,536	10	0	34,857
Spirits of Wine ... quarts	...	...	...	...	...	9,350	...	...	...	...	...	...	9,350	1,246	186	18	0	...
Wood ... ... last of 80 cubic ft.	971	...	120	326	...	...	143	...	...	...	...	...	1,560	39,000	5,850	0	0	1,431
Mats ... ... decker of 10	303	...	...	1,600	...	115	...	...	...	973	...	...	2,991	997	149	11	0	12,900
Herrings ... ... barrels	...	...	...	...	...	...	...	...	...	455	...	...	455	3,640	546	0	0	850
Sundries ... ... centner	483	...	383	...	...	1,508	52	316	...	8,484	27	...	11,253	112,530	16,879	10	0	3,090
Total Value	...	...	...	...	...	...	...	...	...	...	...	...	...	7,981,944	1,197,291	12	0	

MEMEL.

Report by Mr. Campbell, British Vice-Consul at Memel, on the Trade of that Port for the year 1860.

On taking a general view of the business done during the last year, I cannot but consider it as having been a favourable one. In many branches of our trade, such as in grain and rags, a very considerable improvement has taken place; but on the other hand, I regret that our flax trade has fallen off considerably, as compared with former years. One of the principal reasons which I can assign for the general increase of our trade is the enhanced number of vessels which entered our port, namely, 140 ships more than in 1859. During the year 1860, 979 vessels, measuring 120,552 lasts, entered the port, and 989 vessels, measuring 123,070 lasts, left the port; notwithstanding which, we were frequently short of tonnage, the natural consequence of which proved to be that at the close of the year we found that our merchants had been unable to get rid of their stocks. This scarcity of vessels can be solely attributed to the depth of water at the entrance of our harbour being so small, more particularly in spring, when our trade is most lively. It is true, that as the season advanced, the dredging machine proved very efficient, and procured for us an average depth of 16 feet; but notwithstanding this, the sand kept continually shifting, and vessels were afraid to risk entering our port, although high freights were offered. This continual sanding up of our harbour can only be annihilated by the extension of our piers, which work, there is reason to believe, will be immediately set about, there being a considerable sum of money already collected for that purpose.

I have to regret the loss of several vessels at the entrance of our harbour; and I cannot but think that, were we in possession of a powerful tug steamer, many of these accidents might have been avoided; it is now, however, definitely determined that such a vessel shall be built, of 120-horse power, the completion of which we look forward to in the approaching autumn.

The severe gales which we experienced during the months of September and October last not only occasioned our port severe losses at sea, but they played sad havoc amongst the timber rafts on the Curische Haff. We have from year to year had and will have to regret the repetition of these losses, as they have a most injurious effect on our timber trade. It is now, however, the intention of the Prussian Government to come to our assistance, and to construct a canal through which our large rafts of timber and vessels coming down the river Mimen may be able to reach Memel without being obliged to encounter the dangers of the Curische Haff.

The opening of the railway from the Russian frontiers to Kœnigsberg, which took place last spring, afforded an opportunity to our civic authorities of sending a deputation to the Minister of Commerce for the purpose of drawing his attention to the necessity of Memel becoming connected with the above line. This junction is of paramount importance to the trade, shipping, and commerce of the port; and there is every reason to apprehend, that should the construction of this line of railway be delayed, Memel will most assuredly lose its position as one of the chief Baltic ports. There is no use concealing the fact, that the railway lately opened from the Russian frontiers to Konigsberg has seriously damaged our trade, and will continue from year to year so to do, until the port of Memel obtains, through the construction of a railway, the same advantages which have been given to the rival port of Kœnigsberg.

Timber being the principal article of our export, I shall endeavour to offer a few remarks on the trade during the past year. In consequence of the reduction of the timber duties in Great Britain, our season opened with a brisk demand for the article; and although our merchants were unable to realise prices adequate to the reduction of duty, nevertheless, an improvement became apparent, and they were enabled to realise their stocks at prices which otherwise they could not have obtained. In 1859, 562 cargoes were exported; and in 1860, 536 cargoes were exported. The result of the business done in square timber and redwood planks has been on the whole satisfactory, and it has been impossible to satisfy the demands which have reached us for white wood planks, in consequence of which there has been a considerable advance in the last stated article. Oak staves were almost unsaleable, and our holders experienced very heavy losses, in order to get rid of their stocks, say at least 30 per cent.

The following statement will show the quality and quantity of timber which reached Memel from Russia during 1860:—

96,060 logs of red square timber, purchased at from 600 rs. to 900 rs. per 60 pieces.
63,480 logs of red round timber, purchased at from 300 rs. to 416 rs. per 60 pieces.
59,520 logs of white round timber, purchased at from 266 rs. to 333 rs. per 60 pieces.
3,360 logs of oak planks, purchased at from 800 rs. to 1,050 rs. per 60 pieces.
156,480 oak staves, 30 rs. to 40 rs. per 60 pieces.

The quantity of grain exported during the past year may be considered the largest which has been made from this port, which fact may be accounted for by the very abundant harvest which was reaped in Russia and Poland during the year 1859. The prices of all descriptions of the above article remained stationary from the commencement of the year until the end of July, and we enjoyed a steady demand from the foreign markets. In the beginning of August we experienced wet weather, and prices considerably advanced; but in consequence of the favourable accounts which reached us from foreign countries, and more particularly from America, prices again receded, and remained steady until the close of our navigation.

The following statement will show the quantity of the various sorts of grain shipped from Memel during 1860:—

	Quarters.
Wheat	2,420
Rye	158,180
Barley	19,250
Oats	31,020
Peas	5,005
Linseed	58,410
Rapeseed	110

The hopes which I held out in my report of last year, relative to the flax trade, have not been realised; our merchants were obliged to sell the stocks which they had warehoused in Scotland and elsewhere at prices which entailed heavy losses on them, and made them very cautious in their purchases during the past year, and the trade remained dormant for many months.

In the commencement of the season some small parcels of Wilna flax were sold at prices averaging from 130 to 135 sgr. per stone, and for 4 brand 100 to 102 sgr. were paid for shipment to Scotland, Belgium, and Silesia. During the summer months the article became a drug in the market, and all arrivals from Russia and Poland remained unsold, and were warehoused here on account of those concerned; towards autumn, however, several Riga houses purchased the stocks lying here, and shipped them for their own account.

The stock of herrings left over at the close of 1859 proved insufficient to satisfy the demand which existed previous to our being able to receive fresh supplies; in consequence thereof prices advanced considerably, and maintained their ground until accounts reached us of the favourable feeling in Norway, when prices receded to 5 rs. per barrel, at which quotation they remained until late in autumn, when the arrivals began to fall off, and prices went up to 6¾ rs. per barrel, and at that quotation the season closed. The arrivals of Norwegian herrings during the year were 21,300 barrels. The trade in Scotch fish was considerably larger than in former years; 6,700 barrels reached our market, which were all sold in Russia and Poland, previous to their arrival, with the exception of 500 barrels.

The quantity of salt which reached us during 1860 was considerably larger than in former years, there having been no less than 700,000 cwts. imported.

The rag trade is becoming annually of more importance, and our exportations to Great Britain are regularly increasing. The quantity shipped during the year 1860 was 73,500 cwt., and the stocks at present in warehouse represent 11,300 cwt. At the commencement of the year large purchases of the above article were made in Russia and Poland by our merchants for spring delivery, and as they were generally of opinion that the English duty on the article would be abolished they were induced to pay very high prices. The manufactures in England and Scotland, however, abstained from making their usual purchases for summer shipment, on account of the uncertainty of the duty being reduced, and therefore the regular trade suffered considerably; so soon, however, as the British parliament refused to pass the bill our merchants received extensive orders from thence, which caused prices to advance, and the season closed a very remunerative one to our exporters.

Importers of coals lost money during the past year, our arrivals having been much larger than the demand. The quantity imported in 1860 was 500,000 cwt., against 432,650 cwt. in 1859.

The rates of freight were well maintained throughout the season, and those of our shipowners who limited their vessels to trading between this port and England must have been well satisfied with the result of their operations; whereas those vessels which were chartered for the Mediterranean and America were scarcely able to cover their expenses.

The following rates were paid during the year:—17*s.* to 18*s.* per load of timber to London, for the first half of 1860; 22*s.* per load of timber to London, for the second half of 1860; 13*s.* to 14*s.* per load of timber to coal ports, for the first half of 1860; 24*s.* per load of timber to Dublin, for the second half of 1860; 33*s.* per ton of rags to Scotland, for the first half of 1860; 42*s.* 6*d.* per ton of rags to Scotland, for the second half of 1860.

STETTIN.

Report by Mr. Blackwell, British Consul at Stettin, on the Trade of that Port during the year 1859.

THIS report is drawn up on the same plan as my preceding reports, under the general heads, Shipping, Imports and Exports, Transit Trade, and Manufactures; and the Statistical Tables have been carefully compiled from the Customs' Returns, the Report of the Corporation of Merchants, and other available sources.

TABLE 1.—Number, Tonnage, &c., of British Vessels arrived at Stettin and Swinemünde in 1857, 1858, and 1859.

Arrived at	1857.			1858.			1859.			Being in 1858, compared with—			
										1859.		1858.	
										Decrease.		Decrease.	
	Number of Vessels.	Tonnage	Number of Crews, exclusive of Masters.	Number of Vessels.	Tonnage	Number of Crews, exclusive of Masters.	Number of Vessels.	Tonnage	Number of Crews exclusive of Masters.	Tons.	Per Cent.	Tons.	Per Cent.
Stettin—													
Steamers	133	44,336	2,288	116	38,199	2,054	94	31,090	1,597	7,109	18·61	13,246	29·87
Sailing Vessels	453	53,360	2,475	294	36,152	1,613	185	19,031	916	17,121	47·36	34,329	64·33
Total	588	97,696	4,763	410	74,351	3,667	279	50,121	2,513	24,230	32·58	47,575	48·7
Swinemünde—													
Steamers	4	761	47	...	...	...	3	1,190	51	...	...	...	...
Sailing Vessels	153	34,712	1,176	139	32,056	1,079	113	25,097	864	...	...	...	...
Total	157	35,473	1,223	139	32,056	1,079	116	26,287	915	5,769	18·00	9,186	25·9
Grand Total	743	133,169	5,986	549	106,407	4,746	395	76,408	3,428	29,999	28·19	56,761	42·62

Left Stettin in ballast in 1857......122 vessels, 20,605 tonnage, or 21·09 per cent. of the total tonnage.
1858......199 „ 34,947 „ 47·00 „ „
1859...... 47 „ 8,299 „ 16·56 „ „

All the British vessels that arrived at Swinemünde left that port in ballast.

TABLE 2.—Number, Tonnage, &c,, of British Vessels arrived at Stettin and Swinemünde in 1859, classed according to their Tonnage.

Classification according to Tonnage.	STETTIN.						SWINEMUNDE.						Total.		
	Steamers.			Sailing Vessels.			Steamers.			Sailing Vessels.					
	Number of Vessels.	Tonnage.	Number of Crews, exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews, exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews, exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews, exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews, exclusive of Masters.
Under 50 tons	..	..	..	25	945	84	..	..	..	..	..	..	25	945	84
Of 50 and under 100 tons	..	..	..	89	7,083	382	..	..	..	..	..	..	89	7,083	382
100 „ 150 „	..	..	..	40	4,823	235	..	..	..	3	425	15	43	5,248	250
150 „ 200 „	17	3,223	224	18	3,207	115	..	..	..	31	5,555	201	66	11,985	540
200 „ 250 „	4	904	60	10	2,191	76	..	..	..	56	12,640	432	70	15,735	568
250 „ 300 „	8	2,123	151	3	782	24	..	..	..	20	5,549	186	31	8,454	341
300 „ 350 „	22	7,356	369	..	..	..	..	..	..	3	928	30	25	8,284	399
350 „ 400 „	20	7,276	352	..	..	..	2	796	33	..	..	..	22	8,045	385
400 „ 450 „	14	5,837	257	..	..	..	1	421	18	..	..	..	15	6,258	275
450 „ 500 „	6	2,796	124	..	..	..	..	..	..	..	..	..	6	2,796	124
500 „ 550 „	3	1,575	60	..	..	..	..	..	..	..	..	..	3	1,575	60
Total	94	31,090	1,597	185	19,031	916	3	1,190	51	113	25,097	864	395	76,408	3,428
Average Tonnage ..	..	330·74	..	..	102·87	..	..	396·66	..	..	222·09	..	..	193·43	..

TABLE 3.—Nationality of the Crews of British Vessels arrived at Stettin and Swinemünde in 1859.

Nationality.	Number of Men.		
	Stettin.	Swinemünde.	Total.
British Subjects:—			
English	1,081	695	1,776
Welsh	119	4	123
Scotch	1,110	173	1,283
Irish	35	8	43
Natives of Channel Islands	21	3	24
„ Isle of Man	4	2	6
„ Colonies	2	4	6
Total	2,372	889	3,261
Foreigners:—			
Americans (U.S.)	3	2	5
Europeans	138	24	162
Total	141	26	167
Grand Total	2,513	915	3,428

Number of Vessels, 395. Number of Crews (exclusive of Masters), 3,428.

TABLE 4.—Number and Tonnage (in Prussian *New* Lasts) of all sea-going Vessels [exclusive of Mail Steamers and Coasting Craft] that Entered at Swinemünde in 1857, 1858, and 1859.

Nationality of Vessels.	1857.		1858.		1859.		Being in 1859 compared with—			
							1858.		1857.	
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Increase. Lasts.	Decrease. Lasts.	Increase. Lasts.	Decrease. Lasts.
British	746	91,027	549	68,221	395	52,649	..	15,572	..	38,378
Prussian	1,057	120,892	1,097	113,290	1,171	129,159	15,869	..	8,267	..
German States	172	13,180	136	12,253	124	12,208	..	45	..	972
Danish	224	10,426	195	10,064	216	8,757	..	1,307	..	1,669
Swedish and Norwegian	136	8,802	139	8,156	168	9,331	1,175	..	529	..
Dutch	126	10,519	135	10,657	85	7,112	..	3.545	..	3,407
Russian	11	1,006	10	963	35	2,976	2,013	..	1,970	..
Other Countries	13	1,818	12	1,305	8	566	..	739	..	1,252
Total	2,485	257,670	2,273	224,909	2,202	222,758	..	2,151	..	34,912

Of the Vessels Entered at Swinemünde, there arrived at Stettin—

1857.		1858.		1859.		Being in 1859, compared with—			
						1858—Decrease.		1857—Decrease.	
Number of Vessels.	Lasts.	Number of Vessels.	Lasts	Number of Vessels.	Lasts.	Lasts.	Per Cent.	Lasts.	Per Cent.
2,063	193,714	1,849	174,196	1,830	154,062	20,134	11·55	39,652	20·47

TABLE 5.—Number and Tonnage (in Prussian *New* Lasts) of Vessels of all descriptions that Entered and Cleared at Stettin, in 1857, 1858, and 1859.

Years.	ENTERED.									
	Sea-going Vessels.				Coasting Vessels, and Vessels navigating the Inland Waters (Haff., &c.)		River Craft.		TOTAL.	
	Merchant Vessels.		Mail Steamers.							
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
1857	2,063	193,714	164	40,094	2,723	35,713	8,377	218,620	13,327	488,141
1858	1,849	174,196	146	39,418	3,072	38,444	7,532	203,056	12,599	455,114
1859	1,830	154,062	114	36,033	2,779	34,282	7,635	183,299	12,358	407,676
Being a Decrease in Tonnage in 1859, compared with— 1858	...	20,134	...	3,285	...	4,162	...	19,757	...	47,438
1857	...	34,652	...	4,061	...	1,431	...	35,321	...	80,465
	CLEARED.									
1857	2,041	190,923	165	40,571	2,734	35,870	8,376	218,596	13,316	485,960
1858	1,901	182,966	147	39,557	3,024	37,834	7,642	206,991	12,714	467,348
1859	1,843	155,146	115	36,323	2,803	34,485	7,591	181,231	12,352	407,185
Being a Decrease in Tonnage in 1859, compared with— 1858	...	27,820	...	3,234	...	3,349	...	25,760	...	60,163
1857	...	35,777	...	4,248	...	1,385	...	37,365	...	78,775

The following Tables (6 and 7) have been compiled from a list of the Prussian Mercantile Marine, drawn up by the Stettin Marine Insurance Companies, and which is admitted to be the most correct list published.

The tonnage is given in *new* lasts: 1 last is equal to 1·9684138 tons avoirdupois; the *measured* or shipping last being about 1½ registered tons.

The total tonnage of vessels in the Prussian Mercantile Service (see Table 7) is much the same as in 1858. In sea-going vessels there is a decrease of 2,013 lasts, or about 1¼ per cent. Stettin shows (see Table 6) a decrease of 493 lasts, or nearly 1¾ per cent., Swinemünde an increase of 206 lasts, or about 3 per cent.

TABLE 6.—Prussian Mercantile Marine on January 1st, 1860. (Tonnage in Prussian *New* Lasts.)

Ports or Places where Registered.	Steamers.				Sailing Vessels.				Total, January 1st, 1860.		Total, January 1st, 1859.		Being in 1859.			
	Sea-going.		River Steamers and Steam Tugs.		Sea-going, above 40 Lasts.		Coasting, under 40 Lasts.						Increase.		Decrease.	
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Lasts.	Per Cent.	Lasts.	Per Cent.
Province of Prussia—																
Dantzig ..	5	815	8	205	106	28,246	8	175	127	29,441	138	32,473	..	..	3,032	9·33
Memel ..	..	..	7	290	82	18,080	4	42	93	18,412	94	19,380	..	..	968	4·99
Königsberg	3	275	6	151	21	3,598	..	..	30	4,024	28	3,706	318	8·58	..	..
Elbing ..	1	86	8	174	6	1,384	1	16	16	1,660	16	1,781	..	..	121	6·79
Pillau ..	..	..	..	..	6	403	..	..	7	961	9	1,393	..	..	432	31·
Braunsberg	..	..	..	..	3	403	..	..	3	403	3	403	..	..	..	..
Total .	9	1,176	29	820	224	52,658	14	247	276	54,901	288	59,136	..	..	4,235	7·16
Province of Pomerania—																
Stettin ..	14	1,877	23	723	153	26,057	6	136	196	28,793	202	29,286	..	..	493	1·68
Barth ..	..	..	1	15	122	18,463	75	1,201	198	19,679	181	18,537	1,142	6·16	..	..
Stralsund .	1	92	..	..	139	18,595	9	269	149	18,956	144	18,630	326	1·74	..	..
Greisswald	..	..	..	..	46	7,066	9	235	55	7,301	53	7,064	237	3·35	..	..
Swinemünde	..	..	..	..	43	6,814	19	371	62	7,185	63	6,979	206	2·95	..	..
Uckermünde	..	..	..	..	47	8,076	1	32	48	8,108	43	6,687	1,421	21·25	..	..
Wolgast ..	1	163	1	32	37	4,959	11	218	50	5,372	44	5,143	229	4·45	..	..
Kolberg ..	..	..	..	..	22	4,343	24	327	46	4,670	47	4,774	..	..	104	2·17
Rügenwalde	..	..	..	..	20	3,076	19	288	39	3,364	39	3,377	..	..	13	·38
Stolp ..	..	..	..	..	15	2,415	29	563	44	2,978	42	2,868	110	3·83	..	..
Anklam ..	..	..	1	42	10	1,239	8	140	19	1,421	15	1,353	68	5·02	..	..
Köslin ..	..	..	..	..	2	435	5	76	7	511	8	520	..	..	9	1·73
Ten Ports on the Haff * .	..	..	2	48	12	1,441	57	955	71	2,444	62	2,272	172	7·57	..	..
Isle of Rügen ..	..	..	..	..	16	752	52	1,489	68	2,241	60	2,055	186	9·05	..	..
Total .	16	2,132	28	860	684	103,731	324	6,300	1,052	113,023	1,003	109,545	3,478	3·17	..	..
Duisburg (Rhine)	..	..	..	..	3	1,713	..	..	3	1,713	3	1,713	..	..	..	..
Berlin and Potsdam	1	431	..	..	2	493	..	..	3	924	5	1,352	..	..	428	31·65
Lauban and Reichenbach (Silesia)	..	..	..	..	1	328	..	..	1	328	2	422	..	..	94	22·27
Bromberg (Posen)	..	..	3	83	..	..	..	..	3	83	..	..	83	100·	..	..
Total 1860 ..	26	3,739	60	1,763	914	158,923	338	6,547	1,338	170,972	1,301	172,168	..	..	1,196	·69
Total 1859 ..	26	3,745	55	1,622	919	160,930	301	5,871	1,301	172,168	..	..	..	..	..	..
Increase { lasts	..	..	5	141	..	..	37	676	37	..	..	..	..	..	..	..
Increase { per cent.	..	..	..	8·69	..	..	..	11·51	..	..	..	..	..	..	..	..
Decrease { lasts	..	6	..	..	5	2,007	..	..	..	1,196	..	..	..	..	..	..
Decrease { per cent.	..	·16	..	..	..	1·24	..	..	..	·69	..	..	..	..	..	..

* Viz.:—Ziegenort, Demmin, Wollin, Rammin, Stepnitz, Altwarf, Neuwarf, Jasenitz, Politz, and Usedom.

Table 7.—Number, Description, with the Horse-power of the Steamers, and Tonnage of the Vessels in the Prussian Mercantile Service on January 1st.

Description of Vessels.	1859.			1860.			Being in 1859—			
							Increase.		Decrease.	
	Number of Vessels.	Horse-power.	Lasts.	Number of Vessels.	Horse-power.	Lasts.	Lasts.	Per Cent.	Lasts.	Per Cent.
Sea-going Screw Steamers ..	19	1,140	2,598	21	1,315	3,020	..	..	..	..
„ Paddle Steamers ..	7	895	1,147	5	320	719	..	..	..	..
Total	26	2,035	3,745	26	1,635	3,739	..	..	6	·16
„ Sailing Vessels ..	919	..	160,930	914	..	158,923	..	..	2,007	1·24
Total	945	..	164,675	940	..	162,662	..	..	2,013	1·22
River Steamers and Steam Tugs	55	2,277	1,622	60	2,493	1,763	141	8·69	..	..
Coasting Craft, under 40 Lasts	301	..	5,871	338	..	6,547	676	11·51	..	..
Total	1,301	..	172,168	1,338	..	170,972	..	..	1,196	·69

Imports and Exports.

The following Tables, compiled from the official Customs' Return, are arranged as in my reports for 1857 and 1858, the articles being classified as follows:

Raw produce, including articles prepared by mechanical or other meams from raw materials, for further elaboration, as yarn, leather, &c., No. 1 to 131, inclusive, viz.:—

Mineral	1	to	35
Vegetable	36		101
Animal	102		128
Mixed and Divers ..	129		131

Manufactures, Nos. 132 to 157, inclusive, viz.:—

Mineral	132	to	142
Vegetable	143		152
Animal	153		155
Divers	156		157

The goods are further classed according to the manner in which they are rated, as follows:—

Goods rated by weight in German cental, *i.e.*, in centals or cwts. of the German Customs' Union (Zollverein Zentner), 1 cental=110·231172 lbs. avoirdupois, or ·9842069 cwt.

Liquids rated by weight in centals, reduced to imperial gallons.

Herrings rated by barrels.

Grain, &c., rated in Prussian scheffels, reduced to imperial quarters, 5·29064 scheffels=1 quarter.

Goods rated numerically by piece (timber), or head (cattle).

Wood rated in Prussian cubic fathoms, the fathom being 6 feet long, 6 feet high, but the breadth varying: for fire-wood, on the average, 3½ feet; for lath-wood, 4, 5, and 6 feet—so that a fathom of fire-wood is about an English cord of 126 cubic feet; a fathom of lath-wood, on an average, about 180 cubic feet.

Bricks, rated by last of 40 centals, are on an average about 630 bricks to the last.

Table 8.—General Statement showing the Total Quantity of each Article Imported and Exported.

IMPORTS.

No. of Reference.	Articles.	Years.		Difference in 1859.	
		1858.	1859.	Increase.	Decrease.
	Goods rated by weight in German centals.				
2	Copper, crude	30,147	15,846	..	14,301
4	Lead, pig	2,188	5,785	3,597	..
5	Litharge	276	262	..	14
6	White Lead	4,408	3,696	..	712
7	Red Lead	327	518	191	..
8	Iron, pig and old	708,955	324,179	..	384,776
9	„ wrought	40,953	20,348	..	20,605
10	„ in bars, &c.	180,347	80,723	..	99,624
10a	Steel	..	6,876	6,876	..
12	Sheet Iron, Tin Plates, &c.	8,962	9,019	57	..
13	Tin, in blocks	1,050	1,227	177	..
20	Ores	15,154	11,463	..	3,691
21	Soda	100,403	81,098	..	19,305
22	Potash	45,874	68,089	22,215	..
23	Saltpetre	3,699	24,277	20,578	..
24	Alum	..	653	653	..
25	Salt	44,001	38,382	..	5,619
26	Sulphur	23,700	33,609	9,909	..
27	Clay	14,189	9,709	..	4,480
28	Porcelain Clay	..	5,259	5,259	..
31	Cement	29,200	39,520	10,320	..
33	Fuller's Earth	34,441	17,905	..	16,536
34	Grindstones, &c.	67,960	90,280	22,320	..
35b	Ice	..	57,280	57,280	..
36	Coals and Coke	2,080,959	1,868,084	..	212,875
39	Gums	3,544	1,927	..	1,617
40	Rosins	41,972	74,886	32,914	..
41	Turpentine	905	738	..	167
42	Tar	19,088	11,508	..	7,580
44	Dye Woods	51,633	43,350	..	8,283
45	Quercitron	417	2,181	1,764	..
46	Shumack	3,391	3,999	608	..

General Statement showing the Total Quantity of each Article Imported and Exported—*continued.*

IMPORTS—*continued.*

No.	Articles.	1858.	1859.	Increase.	Decrease.
46a	Acorn Galls	7,860	..	..	7,860
47	Mahogany, &c.	4,070	948	..	3,122
51	Rattans	111	205	94	..
53	Teazels	159	311	152	..
55	Seeds, divers	7,130	12,289	5,159	..
56	„ oleaginous	117,262	101,022	..	16,240
57	Oil, Olive	94,016	15,318	..	78,698
58	„ Hemp	15,657	..	..	15,657
59	„ Linseed	44,040	23,065	..	20,975
61	„ Palm and Cocoa	70,391	87,846	17,455	..
62	„ divers	7,409	9,881	2,472	..
64	Essential Oils	210	592	382	..
70	Flour, Meal, &c.	516	382	..	134
78	Tobacco	2,300	2,366	66	..
79	Rice	90,272	111,091	20,819	..
80	Coffee	85,105	100,472	15,367	..
82	Tea	137	79	..	58
83	Spices	8,538	8,222	..	316
84	Hops	..	299	299	..
85	Sugar	5,655	..	..	5,655
86	Molasses	7,224	10,414	3,190	..
87	Confectionery	117	263	146	..
88	Fruit, fresh	7,353	5,835	..	1,518
	„ preserved	694	1,888	1,194	..
90	Almonds	1,186	2,938	1,752	..
91	Raisins	3,199	4,696	1,497	..
92	Currants	1,453	3,088	1,635	..
93	Nuts	1,104	357	..	747
94	Flax, Hemp, &c.	28,737	45,169	16,462	..
95	Junk	423	136	..	287
97	Linen Yarn	22,921	11,786	..	11,135
98	Thread	243	118	..	125
100	Cotton	59,543	115,191	55,648	..
101	Cotton Yarn	83,674	23,525	..	60,649
102	Silk, raw and dyed	..	180	180	..
103	Wool	10,347	6,664	..	3,683
104	Woollen Yarns	2,362	285	..	2,077
105	Hair	788	995	207	..
107	Hides	1,034	1,596	562	..
108	Leather	3,421	2,966	..	455
109	Skins	856	..	..	856
110	Peltry	1,052	1,425	373	..
115	Guano	33,138	24,867	..	8,271
116	Lard	2,355	598	..	1,757
117	Grease	2,993	4,642	1,649	..
118	Train Oil	30,308	29,793	..	515
119	Tallow	26,567	3,921	..	22,646
121	Glue	2,441	..	..	2,441
122	Honey	1,648	4,906	3,258	..
123	Butter	390	82	..	308
124	Cheese	1,169	976	..	193
125	Fish, dried	11,538	7,029	..	4,509
129	Chemical Products	3,110	2,810	..	300
130	Raw Produce for manufacturing and medicinal purposes	3,818	2,949	..	869
131	Raw Produce, divers	775	1,425	650	..
132	Copper and Brass Wares	1,111	1,024	..	87
133	Rails for railways	194,673	37,285	..	157,388
134	Anchors and Chain Cables	4,920	2,562	..	2,358
135	Iron Wares, coarse	70,292	38,347	..	31,945
	„ fine	83	135	52	..
136	Hardware, Cutlery, &c.	435	542	107	..
138	Coarse Pottery	674	1,127	453	..
141	Glass	318	35	..	283
143	Wood Wares	571	1,670	1,099	..
144	Mats	995	1,622	627	..
145	Carpeting	132	80	..	52
147	Paper	413	381	..	32
148	Cordage	592	..	..	592
149	Sail Cloth	878	3,849	35	..
150	Packing Canvass	2,416			
151	Linen	520			
152	Manufactures, Cotton	2,137	2,778	641	..
153	„ Woollen	619	370	..	249
154	„ Silk	..	93	93	..
155	„ Leather	84	44	..	40
156	„ divers	4,769	11,266	6,497	..
	Total centals	4,763,594	3,853,317	..	910,277
	Total tons	234,416	189,621¾	..	44,794¼
	Liquids rated by weight in centals, reduced to imp. gallons:—				
74	Wine, in pipes, barrels, &c.	563,556	701,166	137,610	..
	„ in bottles				
75	Vinegar	1,776	1,786	10	..
76	Spirits	81,681	73,216½	..	8,464
77	Beer	26,040	23,968	..	2,072
	Total gallons	673,053	800,137	127,084	..

General Statement showing the Total Quantity of each Article Imported and Exported—*continued.*

IMPORTS—*continued.*

No.	Articles.	1858.	1859.	Increase.	Decrease.
	Goods rated by Barrels:—				
126	Herrings	135,842	144,531	8,689	..
	Grain, &c., rated by dry measure, in Prussian Scheffels, reduced to imp. quarters:—				
65	Wheat	4,762	122	..	4,640
66	Rye	17,012	35,858	18,846	..
67	Barley	468	21	..	447
68	Oats	19,174	147,443	128,269	..
71, 72	Peas and Beans	1,367	1,164	..	203
	Total quarters	42,783	184,608	141,825	..
	Goods rated numerically by Piece or Head:—				
34	Millstones	67	62	..	5
127	Cattle, Sheep, and Horses	49	71	22	..
	Bricks rated by Last (on an average 630 bricks to a Last):—				
137	Bricks, number of	565,740	514,080	..	51,660

EXPORTS.

	Goods rated by weight in German Centals:—				
3	Vitriol	113	250	137	..
4	Lead, pig	317	..	..	317
6	White Lead	1,111	2,441	1,330	..
9	Iron, wrought	755	1,922	1,167	..
10*b*	Steel	..	377	377	..
12	Sheet Iron, Tin Plates	..	231	231	..
14	Zinc, crude	191,090	212,402	21,312	..
15	„ rolled	15,752	24,818	9,066	..
16	White (protoxide of) Zinc	127	..	..	127
18	Arsenic	2,914	2,634	..	280
19	Manganese	5,365	8,202	2,837	..
20	Ores	2,625	..	..	2,625
21	Soda	379	690	311	..
23	Saltpetre	2,284	37	..	2,247
25	Salt	127	..	..	127
29	Chalk	17,257	10,175	..	7,082
31	Cement	351	4,304	3,953	..
32	Ochre	238	..	..	238
33	Fuller's Earth	185	471	286	..
34*b*	Lithographic Stones	3,476	1,226	..	2,250
39	Gums	103	..	..	103
40	Rosins	300	1,151	851	..
42	Tar	96	318	222	..
44	Dye Woods	50	481	431	..
52	Osiers	3,081	3,414	333	..
54	Plants	142	..	..	142
55	Seeds, divers	4,693	11,356	6,663	..
56	„ oleaginous	11,394	20,316	8,922	..
57	Oil, Olive	860	410	..	450
58	„ Hemp	2,951	..	..	2,951
60	„ Rape	6,935	14,420	7,485	..
61	„ Palm and Cocoa	372	359	..	13
63	Oil-cakes	25,914	65,949	40,035	..
70	Flour, Meal, &c.	43,410	15,068	..	28,342
78	Tobacco	1,230	1,389	159	..
79	Rice	..	2,197	2,197	..
80*b*	Chicory	1,000	..	..	1,000
84	Hops	70	166	96	..
85	Sugar	..	2,147	2,147	..
86	Molasses	1,164	21,336	20,172	..
87	Confectionery	77	164	87	..
88	Fruit, preserved	1,261	1,491	230	..
91	Raisins	832	1,289	457	..
97	Linen Yarn	..	166	166	..
99	Rags	5,620	3,158	..	2,462
101	Cotton Yarn	720	1,000	280	..
102	Silk, raw and dyed	681	330	..	351
103	Wool	1,804	3,917	2,113	..
104	Woollen Yarn	441	1,923	1,482	..
108	Leather	..	287	287	..
110	Peltry	793	1,822	1,029	..
112	Bones	13,483	9,336	..	4,147
113	Bone Black	10,493	13,362	2,869	..
117	Grease	154	125	..	29
118	Train Oil	135	145	10	..
119	Tallow	7,919	2,418	..	5,501
124	Cheese	92	99	7	..
129	Chemical Products	10,351	13,813	3,462	..

General Statement showing the Total Quantity of each Article Imported and Exported—*continued.*

EXPORTS—*continued.*

No.	Articles.	1858.	1859.	Increase.	Decrease.
130	Raw Produce for manufacturing and medicinal purposes	1,148	4,184	3,036	..
131	Raw Produce, divers	1,408	3,075	1,667	..
132	Copper and Brass Wares	702	1,172	470	..
133	Rails, for railways	..	3,686	3,686	..
135	Iron Wares, coarse	36,316	59,579	23,263	..
	„ fine	251	682	431	..
136	Hardware, Cutlery	1,980	3,466	1,486	..
138	Coarse Pottery	2,955	818	..	2,137
139	Earthenware	302	539	237	..
140	Porcelain	463	728	265	..
141	Glass	1,557	2,510	953	..
143	Wood wares	3,212	3,333	121	..
147	Paper	446	619	173	..
151	Linens	1,540	1,596	56	..
152	Manufactures, Cotton	2,122	2,877	755	..
153	„ Woollen	3,497	3,852	355	..
154	„ Silk	1,492	1,632	140	..
155	„ Leather	946	776	..	170
156	„ divers	3,612	11,704	8,092	..
157	Railway Carriages	..	28,036	28,036	..
	Total. centals	467,036	620,366	153,330	..
	Total. tons	22,982	30,528	7,546	..
	Liquids rated by weight in German centals, reduced to imp. gallons.				
35	Mineral Waters	3,540	10,385	6,845	..
74	Wine	23,490	22,716	..	774
75	Vinegar	3,914	27,417	23,503	..
76	Spirits	681,406	882,787	201,381	..
77	Beer	2,328	1,106	..	1,312
	Total gallons	714,678	944,321	229,643	..
	Goods rated by barrels.				
126	Herrings	1,004	5,573*	4,569	..
	Grain, &c., rated by scheffels, reduced to imp. quarters.				
65	Wheat	122,077	151,320	29,243	..
66	Rye	31,587	25,115	..	6,472
67	Barley	72,875	69,985	..	2,890
68	Oats	8,163	1,118	..	7,045
69	Buckwheat	..	346	346	..
69*b*	Vetches	..	780	780	..
71	Peas	5,025	742	..	4,283
72	Beans	94	309	215	..
73	Potatoes	1,155	..	..	1,155
88	Fruit, fresh	1,368	688	..	680
114	Bone Manure	559	921	362	..
	Total quarters	242,903	251,324	8,421	..
	Timber rated numerically by piece.				
	Timber for building	47,380	67,776	20,396	..
	„ for ship building	46,257	41,861	..	4,396
	Masts	352	686	334	..
	Blocks	150	..	..	150
	Sleepers	43,610	17,844	..	25,766
	Planks	20,716	57,535	36,819	..
48	Boards	257,856	191,394	..	66,462
	Laths	21,800	72,900	51,100	..
	Staves, pipe	96,120	128,220	32,100	..
	„ hogshead	76,500	36,060	..	40,440
	„ barrel	230,040	210,660	..	19,380
	Headings, long	58,200	33,960	..	24,240
	„ short	38,280	34,680	..	3,600
	Spokes	96,660	98,820	2,160	..
	Trenails	8,460	107,160	98,700	..
	Total pieces	1,042,381	1,099,556	57,175	..
	Wood rated in Prussian cubic fathoms.				
49	Lathwood	348	524	176	..
50	Firewood	34	44	10	..
	Total cubic fathoms.	382	568	186	..
	Bricks rated by Last (on an average 630 bricks to a last).				
137	Bricks, number of	153,720	704,340	550,620	..

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* Exclusive of 259 Barrels of damaged Herrings sent back to Scotland.

TABLE 9.—IMPORTS from, and Exports to, Great Britain.

IMPORTS.

No.	Articles.	1858.	1859.	Increase.	Decrease.
	Goods rated by weight in German Centals.				
2	Copper, crude	14,530	5,320	..	9,210
4	Lead, pig	7	4,284	4,277	..
5	Litharge	255	262	7	..
6	White Lead	4,378	3,685	..	693
7	Red Lead	327	512	185	..
8	Iron, pig	708,577	323,547	..	385,030
9	„ wrought	40,583	20,162	..	20,421
10	„ in bars	129,739	40,453	..	89,286
10*b*	Steel	..	6,861	6,861	..
12	Sheet Iron, Tin Plate	6,889	8,834	1,945	..
13	Tin in blocks	4	219	215	..
20	Ores, &c.	1,348	896	..	452
21	Soda	97,717	79,387	..	18,330
22	Potash	..	5,105	5,105	..
23	Saltpetre	..	2,064	2,064	..
24	Alum	..	616	616	..
25	Salt	44,001	38,382	..	5,619
27	Clay	5,766	1,986	..	3,780
28	Porcelain Clay	..	5,161	5,161	..
31	Cement	26,200	37,040	10,840	..
33	Fuller's Earth	2,752	1,623	..	1,129
34	Grindstones, &c.	47,680	81,280	33,600	..
36	Coals and Coke	2,080,959	1,868,084	..	212,875
39	Gums	2,714	1,249	..	1,445
40	Rosins	731	1,118	387	..
42	Tar	18,464	9,583	..	8,881
44	Dye Woods	7,381	4,154	..	3,227
45	Quercitron	..	464	464	..
46	Shumack	665	..	..	665
46*b*	Acorn Galls	4,047	..	..	4,047
47	Mahogany, &c.	1,621	..	..	1,621
55	Seeds, divers	6,228	11,295	5,067	..
56	„ oleaginous	31,639	13,483	..	18,156
57	Oil, Olive	..	2	2	..
59	„ Linseed	41,683	23,065	..	18,618
61	„ Palm and Cocoa	61,608	78,043	16,435	..
62	„ divers	359	1,220	861	..
79	Rice	18,921	39,081	20,160	..
80	Coffee	13,528	13,783	255	..
82	Tea	122	68	..	54
83	Spices	5,098	5,394	296	..
84	Hops	..	232	232	..
85	Sugar	1,675	..	..	1,675
86	Molasses	7,044	8,746	1,702	..
90	Almonds	161	191	30	..
91	Raisins	1,217	1,223	6	..
92	Currants	184	..	..	184
94	Flax, Hemp, &c.	1,156	1,736	580	..
97	Linen Yarn	22,921	11,779	..	11,142
98	Thread	224	118	..	106
100	Cotton	56,862	115,191	58,329	..
101	Cotton Yarn	82,265	23,025	..	59,240
103	Wool	198	98	..	100
104	Woollen Yarn	2,362	285	..	2,077
107	Hides	405	410	5	..
115	Guano	31,303	24,293	..	7,010
117	Grease	82	93	11	..
118	Train Oil	8,658	10,824	2,166	..
124	Cheese	16	12	..	4
129	Chemical Products	2,756	2,594	..	162
130	Raw Products for manufacturing and medicinal purposes	1,424	886	..	238
131	Raw Produce, divers	542	260	..	282
132	Copper and Brass Wares	1,081	1,012	..	69
133	Rails for railways	194,673	37,285	..	157,388
134	Anchors and Chain Cables	4,795	2,359	..	2,436
135	Iron Wares, coarse	69,957	37,989	..	31,968
	„ fine	80	134	54	..
136	Hardware, Cutlery	137	449	312	..
138	Coarse Pottery	8	113	105	..
143	Wood wares	..	640	640	..
144	Mats	341	310	..	31
149 150 151	Sailcloth, Packing Canvas, and Linens	3,428	3,684	256	..
152	Manufactures, Cotton	2,130	2,735	605	..
153	„ Woollen	373	365	..	8
156	„ divers	2,438	7,610	5,172	..
	Divers Articles	459	433	..	26
	Total. centals	3,927,576	3,034,879	..	892,697
	Total. tons	193,276	149,346¼	..	43,929¾

Imports from, and Exports to, Great Britain—*continued.*

IMPORTS—*continued.*

No.	Articles.	1857.	1858.	Increase.	Decrease.
	Liquids rated in centals, reduced to imperial gallons.				
74	Wine	3,120	447	..	2,643
76	Spirits.	16,235	10,241	..	5,994
77	Beer	25,528	23,896	..	1,632
	Total gallons. ..	44,883	34,614	..	10,269
	Goods rated by barrel.				
126	Herrings	107,134	102,576	..	4,558
	Grain, &c., rated by scheffel, reduced to imperial quarters.				
65	Wheat	5	..	..	5
68	Oats	..	21	21	..
71 72	Peas and Beans	268	..	..	268
	Total quarters ..	273	21	..	252
	Goods rated numerically by piece or head.				
34	Millstones	1	11	10	..
127	Cattle, Sheep, Horses, &c.	5	27	22	..
	Bricks, number of.				
137	Bricks	565,740	514,080	..	51,660

EXPORTS.

	Goods rated by weight in German centals.				
10*b*	Steel, cast	..	522	322	..
14	Zinc, crude	170,877	193,582	22,705	..
15	„ rolled	8,934	5,535	..	3,399
52	Osiers	908	1,483	575	..
55	Seed, divers	1,689	581	..	1,108
56	„ oleaginous	6,860	15,362	8,502	..
58	Oil, Rape	..	6,097	6,097	..
61	„ Palm and Cocoa	..	324	324	..
63	Oil-cakes	23,014	60,699	37,685	..
70	Flour, Meal, &c.	32,519	8,366	..	23,653
79	Rice	..	1,940	1,940	..
99	Rags	1,971	764	..	1,207
112	Bones.	13,483	9,336	..	4,147
113	Bone Black	10,493	8,803	..	1,690
119	Tallow	7,671	242	..	7,429
130	Raw Produce, for manufacturing and medicinal purposes	..	1,097	1,097	..
135	Iron Wares	374	51	..	323
151	Linens	33	31	..	2
156	Manufactures, divers.	3	2,754	2,751	..
	Divers	1,349	382	..	967
	Total . { centals	280,178	318,251	38,073	..
	{ tons ..	13,787	15,661	1,874	..
	Liquids rated by weight in centals, reduced to imperial gallons.				
74	Wine	..	9	9	..
75	Vinegar	..	560½	560½	..
76	Spirits.	180,823	222,974½	42,151½	..
	Total gallons ..	180,823	223,544	42,721	..
	Grain, &c., rated by scheffel, reduced to imperial quarters.				
65	Wheat	119,504	148,932	29,428	..
66	Rye	..	2,873	2,873	..
67	Barley.	71,335	43,565	..	27,770
68	Oats	7,715	38	..	7,677
69*b*	Vetches	..	700	700	..
71	Peas	4,002	9	..	3,993
72	Beans	34	309	275	..
73	Potatoes	447	..	..	447
114	Bone Manure.	42	130	88	..
	Total quarters ..	203,079	196,556	..	6,523

Imports from, and Exports to, Great Britain—*continued.*

EXPORTS—*continued.*

No.	Articles.	1857.	1858.	Increase.	Decrease.
	Timber rated numerically by piece.				
	Timber for building..	8,732	37,758	29,026	..
	" for ship building	25,383	24,033	..	1,350
	Masts..	141	413	272	..
	Sleepers	43,610	17,844	..	25,766
	Planks	2,382	467	..	1,915
48	Boards	14,658	820	..	13,838
	Staves, pipe	76,140	56,100	..	20,040
	" hogshead	42,780	13,380	..	29,400
	" barrel	148,080	132,420	..	15,660
	Headings, long	51,960	28,860	..	23,100
	" short	35,460	17,820	..	17,640
	Trenails	5,040	47,280	42,240	..
	Total pieces . ..	454,366	377,195	..	77,171
	Wood rated in cubic fathoms.				
49	Lathwood	348	514	166	..

Table 10.—Summary of General Statement.

IMPORTS.

Heads and Countries.	1858.	1859.	Difference in 1859.			
			Quantity.		Per Cent.	
			Increase.	Decrease.	Increase.	Decrease.
Goods rated by weight in German centals .. tons	234,416	189,621¾	..	44,794½	..	19·1
Liquids rated by weight in centals, reduced to gallons .	673,053	800,137	127,084	..	18·88	..
Goods rated by barrel	135,842	144,531	8,689	..	6·39	..
Grain, &c., rated by scheffels, reduced to imp. quarters .	42,783	184,608	141,825	..	331·49	..
Goods rated numerically, by the piece	67	62	..	5	..	7·46
" " " by the head	49	71	22	..	44·9	..
Bricks, number of..	565,740	514,080	..	51,660	..	9·13

EXPORTS.

Heads and Countries.	1858.	1859.	Quantity Increase.	Quantity Decrease.	Per Cent. Increase.	Per Cent. Decrease.
Goods rated by weight in German centals	22,982	30,528	7,546	..	32·83	..
Liquids rated by weight in centals, reduced to gallons .	714,678	944,321	229,643	..	32·13	..
Goods rated by barrel	1,004	5,573	4,569	..	455·08	..
Grain, &c., rated by scheffels, reduced to imp. quarters .	242,903	251,324	8,421	..	3·46	..
Goods rated numerically by the piece	1,042,381	1,099,556	57,175	..	5·48	..
Wood, rated in Prussian cubic fathoms	382	568	186	..	48·69	..
Bricks, number of..	153,720	704,340	550,620	..	358·19	..

Table 11.—Showing the Trade with Great Britain in comparison with that of other Countries.

IMPORTS.

Heads and Countries.	1857.	1858.	Difference in 1858.			
			Quantity.		Per Cent.	
			Increase.	Decrease.	Increase.	Decrease.
Goods rated by weight in German centals:						
Great Britain	193,276	149,346¼	..	43,929¾	..	22·73
Other countries	41,140	40,275½	..	864½	..	2·1
Total tons	234,416	189,621¾	..	44,794¼	..	19·1
Liquids rated by weight in centals reduced to gallons:						
Great Britain	44,883	34,614	..	10,269	..	22·88
Other countries	628,170	765,523	137,353	..	21·86	..
Total gallons	673,053	800,137	127,084	..	18 88	..
Goods rated by barrel:						
Great Britain	107,134	102,576	..	4,558	..	4·25
Other countries	28,708	41,955	13,247	..	46·14	..
Total barrels	135,842	144,531	8,689	..	6·39	..

TABLE 12.—Showing the Trade with Great Britain, &c.—*continued.*

EXPORTS.

Heads and Countries.	1858.	1859.	Difference in 1859.			
			Quantity.		Per Cent.	
			Increase.	Decrease.	Increase.	Decrease.
Goods rated by weight in German centals:						
Great Britain	13,787	15,661	1,874	..	13·59	..
Other countries	9,195	14,867	5,672	..	61·68	..
Total tons	22,982	30,528	7,546	..	32·83	..
Liquids rated by weight in centals, reduced to gallons:						
Great Britain	180,823	223,544	42,721	..	23·62	..
Other countries	533,855	720,777	186,922	..	35·01	..
Total gallons	714,678	944,321	229,643	..	32·13	..
Grain, &c., rated by scheffels, reduced to imp. quarters:						
Great Britain	203,079	196,556	..	6,524	..	3·21
Other countries	39,824	54,768	14,944	..	37·52	..
Total quarters	242,903	251,324	8,421	..	3·46	..
Goods rated numerically:						
Great Britain	454,366	377,195	..	77,171	..	16·98
Other countries	588,015	722,361	134,346	..	22·84	..
Total pieces	1,042,381	1,099,556	57,175	..	5·48	..

TABLE 13.—Showing the Increase and Decrease (in German Centals) on the principal Articles of Importation and Exportation in 1859.

GENERAL STATEMENT, *i.e.*, Total Quantities of the Articles specified Imported from, and Exported to, all Countries, Great Britain included.

IMPORTS.

Number of Reference.	Articles.	1858.	1859.	Increase.	
				Quantity.	Per Cent.
	Articles showing a considerable Increase.				
4	Lead, pig	2,188	5,785	3,597	164·39
23	Saltpetre	3,699	24,277	20,578	556·31
26	Sulphur	23,700	33,609	9,909	41·81
22	Potash	45,874	68,089	22,215	48·42
31	Cement	29,200	39,520	10,320	35·34
34	Grindstones	67,960	90,280	22,320	32·84
40	Rosins	41,972	74,886	32,914	78·41
79	Rice	90,272	111,091	20,819	23·06
80	Coffee	85,105	100,472	15,367	18·05
90–92	Almonds, Raisins, Currants	5,838	10,722	4,884	83·65
100	Cotton	59,543	115,191	55,648	93·45
152–156	Manufactures	7,609	14,551	6,942	91·23

Number of Reference.	Articles.	1858.	1859.	Decrease.	
				Quantity.	Per Cent.
	Articles showing a considerable Decrease.				
2	Copper, crude	30,147	15,846	14,301	47·43
8, 9, 10	Iron	930,255	425,250	505,005	54·28
133	Rails for railways	194,673	37,285	157,388	80·84
135	Iron Wares, coarse	70,292	38,347	31,945	45·44
21	Soda	100,403	81,098	19,305	19·22
25	Salt	44,001	38,382	5,619	12·77
33	Fullers's Earth	34,441	17,905	16,536	48·01
36	Coals	2,080,959	1,868,084	212,875	10·23
42	Tar	19,088	11,508	7,580	39·71
44–46*a*	Dye Woods, Quercitron, &c.	63,301	49,530	13,771	21·75
47	Mahogany	4,070	948	3,122	76·7
56	Oleaginous Seeds	117,262	101,022	16,240	13·84
57–62	Oils	231,513	136,110	95 403	41·2
97–101, 104	Yarns	108,957	35,096	73,861	67·78
115	Guano	33,138	24,867	8,271	24·95
119	Tallow	26,567	3,921	22,646	85·24

Increase and Decrease on principal Articles of Importation and Exportation—*continued.*

EXPORTS.

Number of Reference.	Articles.	1858.	1859.	Increase.	
				Quantity.	Per Cent.
	Articles showing a considerable Increase.				
14, 15	Zinc	206,842	237,220	30,378	14·68
56	Oleaginous Seeds	11,394	20,316	8,922	78·3
63	Oil Cakes	25,914	65,949	40,035	154·49
113	Bone Black	10,493	13,362	2,869	27·34
129	Chemical Products	10,351	13,813	3,462	33·44
130, 131	Raw Produce	2,556	7,259	4,703	184·
135	Iron Wares, coarse	36,316	59,579	23,263	64·05
152–156	Manufactures	11,669	20,841	9,172	78·6
157	Railway Carriages	..	28,036	28,036	..

Special Statement. Total Quantities Imported from, and Exported to, Great Britain.

IMPORTS.

Number of Articles.	Articles.	1858.	1859.	Difference.	
				Quantity.	Per Cent.
	Articles showing a considerable Increase.				
4	Lead, pig	7	4,284	4,277	..
23	Saltpetre	..	2,064	2,064	..
22	Potash	..	5,105	5,105	..
31	Cement	26,200	37,040	10,840	41·37
34	Grindstones	47,680	81,280	33,600	70·47
79	Rice	18,921	39,081	20,160	106·54
100	Cotton	56,868	115,191	58,329	102·58
152,153,156	Manufactures	4,941	10,710	5,769	116·75
	Articles showing a considerable Decrease.				
2	Copper, crude	14,530	5,320	9,210	63·38
8, 9, 10	Iron	878,899	384,162	494,737	56·29
133	Rails for railways	194,673	37,285	157,388	80·84
135	Iron Wares, coarse	69,957	37,989	31,967	45·69
36	Coals	2,080,959	1,868,084	212,875	10·23
42	Coal Tar	18,464	9,582	8,881	48·1
21	Soda	97,717	79,387	18,330	18·75
25	Salt	44,001	38,382	5,619	12·77
44, 45, 46	Dye Woods, Quercitron, &c.	12,093	4,618	7,475	61·81
56	Oleaginous Seeds	31,639	13,483	18,156	57·38
57–62	Oils	103,650	102,330	1,320	1·27
97, 101, 104	Yarns	107,548	35,089	72,459	67·37
115	Guano	13,303	24,293	7,010	22·38

EXPORTS.

	Articles showing a considerable Increase.				
14, 15	Zinc	179,811	199,117	19,306	10·73
56	Oleaginous Seeds	6,860	15,362	8,502	123·93
58	Rapeseed Oil	..	6,097	6,097	..
63	Oil Cakes	23,014	60,699	37,685	163·74

Table 14.—Estimated Value of Imports and Exports from 1847 to 1859, inclusive.
(In Dollars, Prussian Currency.)

Years.				Imports.	Exports.	Total.	Percentage on Total	
							Imports.	Exports.
Average of 10 years, 1847–1856, inclusive				14,471,280	7,344,789	21,816,069	66·333	33·667
1857				28,057,576	18,149,675	46,207,251	60·721	39·279
1858				24,458,761	13,333,077	37,791,838	64·72	35·28
1859				21,568,079	15,503,533	37,071,612	58·18	41·82
Being in 1859, compared with—	1858	Increase	Value	..	2,170,456	..	..	..
			Per Cent.	..	16·28	..	..	..
		Decrease	Value	2,890,682	..	720,226	..	..
			Per Cent.	11·81	..	1·9	..	..
	1857	Decrease	Value	6,489,497	2,646,142	9,135,639	..	..
			Per Cent.	23·12	14·58	19·77	..	..
	10 years' average	Increase	Value	7,096,799	8,158,744	15,255,543	..	..
			Per Cent.	49·04	111·08	69·92	..	..

The foregoing Tables show that the trade of Stettin in 1859 was, on the whole, rather better than might have been expected. The year opened with very favourable prospects; the difficulties occasioned by the commercial crisis of 1857 were surmounted, and credit in a great measure restored. Stocks were low and prices rising; but the political events that took place naturally checked speculation. During the Italian war trade was completely paralyzed, owing to the uncertainty that prevailed as to Prussia being eventually involved in the struggle, and the war becoming general. The transit trade with Austria, in consequence of the deplorable state of the Austrian finances, and the depreciation of the paper currency, was almost null. After the peace of Villafranca trade revived. and in September and October was tolerably brisk. Notwithstanding these unfavourable circumstances, the total value of imports and exports (see Table 6) was only $720,226, or not quite 2 per cent., below 1858; the decrease of 11¾ per cent. on the imports being counter-balanced by an increase of 16¼ per cent. on the exports. But although the total decrease is not considerable, the merchants complain that the *profits* on trade were never less—or at least not for ten or twelve years—than in 1859. It would appear, in fact, that several merchants carried on business at a loss, and others with very scanty profits, merely to keep up their connections.

The articles on which the increase or decrease was the most considerable, are specified in Table V. Among these articles may be noticed—

Imports.

Lead, Saltpetre, Sulphur.—These articles show a considerable increase. The total quantity of lead, saltpetre, and sulphur imported was, in 1856, 18,849 centals; in 1857, 20,840 centals; in 1858, 29,587 centals (average of the three years, 23,092 centals); in 1859, 63,671 centals, being 40,579 centals, or 175·72 per cent. above the average.

Iron.—The demand for iron was, in consequence of the general stagnation, very limited. The total quantity imported was, in 1856, 1,063,247 centals; in 1857, 1,731,294 centals; in 1858, 930,255 centals (45,777 tons)—average of the three years, 1,241,599 centals (61,099 tons); in 1859, only 425,250 centals (20,926 tons), being 505,005 centals (24,851 tons), or 54·28 per cent. below 1858, and 816,349 centals (40,173 tons), or 65·74 per cent. below the average.

Coals.—The quantity imported was, in 1858, 2,080,959 centals, or 102,403 tons; in 1859, 1,868,084 centals, or 91,928 tons. If to this be added the quantity imported at Swinemünde, viz. 111,245 tons in 1858, and 99,847 tons in 1859, the total quantity imported at both ports was, in 1858, 213,648 tons; in 1859, 191,775 tons, being a decrease of 21,873 tons, or 10·23 per cent. The principal market for coals is Berlin. But for the supply of the Prussian capital with English coal, Stettin has to compete with Hamburg; and although Stettin has the advantage of cheaper water-carriage to Berlin than Hamburg, this advantage is counter-balanced by the freight from the English coal ports being much lower to Hamburg than to Stettin.

The freight from the coal ports to Stettin was, in the spring of 1859, 10*l.* per keel; in May, 14*l.* from Newcastle; 12*l.* from Sunderland, Hartlepool, and Stockton; and 10*l.* to 10*l.* 10*s.* from the Scotch ports; but fell gradually until the close of the season to 9*l.* from Newcastle, and 8*l.* 10*s.* to 8*l.* from the other English and Scotch ports. To Swinemünde the freight was from 20*s.* to 30*s.* per keel lower.

Soda, Potash.—Soda is one of the articles of commerce forwarded from this port, in transit to Austria, and therefore shows a decrease of 19,305 centals, or 19·22 per cent.; whereas potash, owing to an increased demand from Saxony, shows an increase of 22,215 centals, or 48·42 per cent. The quantity imported for the last seven years was in centals:—

	Soda.	Potash.
	Centals.	Centals.
Average of 5 years, 1853–1857, inclusive	96,551	32,896
1858	100,403	45,874
1859	81,098	68,089
Stock in hand December 31, 1859 ..	18,860	16,794

Salt.—The importation of salt from England has been decreasing at a rapid rate since 1856, owing to the increased consumption of Stassfurth salt, as I showed in my report for 1858. Hence the quantity imported in 1859 was only 38,382 centals (1,889 tons) against 44,001 centals (2,165 tons) in 1858, and 181,061 centals (8,910 tons) in 1856.

Cement.—The importation of Portland cement from England decreased considerably, owing to the successful competition of the Portland cement works established here in 1857, as stated more fully in my report for 1858; the total quantity imported being, in 1857, 43,990 barrels (175,960 centals), and in 1858 only 6,550 barrels (26,200 centals). It is therefore very satisfactory to find, that in spite of the competition of the Stettin Cement Works, the importation from England, in 1859, was 9,260 barrels (37,040 centals), being 2,710 barrels (10,840 centals), or 41·37 per cent., more than in 1858.

Guano.—The importation of guano has declined, the present price, 4⅔ dollars per cental (14*l.* 4*s.* 6*d.* per ton) being probably too high for the Prussian agriculturalists. The quantity imported during the last seven years was—

	Centals.	Tons.
Average of 5 years, 1853–1857, inclusive	122,884	6,047
1858	33,138	1,630¾
1859	24,867	1,223¾

Oils show a decrease of 94,403 centals, or 41¼ per cent. The decrease was principally in olive oil, 15,318 centals in 1859, against 94,016 centals in 1858; the importation having declined in consequence of the increased production of rape-seed oil in Prussia. In palm and cocoa-nut oil there was an increase of 17,455 centals; the quantity imported being 87,846 centals, against 70,391 centals in 1858, owing to Russian tallow having been kept up by excessive speculation at an unusually high price. The quantity, in centals, of these oils imported during the last seven years was—

	Olive Oil.	Palm and Cocoa Oil.
Average of 5 years, 1853–1857, inclusive	34,997	98,061
1858	94,016	70,391
1859	15,318	87,846
Stock in hand December 31, 1859 ..	5,550	7,023

Rice and *Coffee* show a pretty considerable increase. The quantity, in centals, of these articles imported during the last seven years was—

	Rice.	Coffee.
Average of 5 years, 1853–1857, inclusive	153,326	79,214
1858	90,272	85,105
1859	111,091	100,472
Stock in hand December 31, 1859 ..	98,489	11,020

Almonds, *Raisins*, and *Currants* also show a considerable increase, though much below the average of former years; the importation of these articles having greatly declined since the opening of the Vienna and Trieste Railway. The quantity, in centals, imported during the last nine years was—

	Almonds.	Raisins.	Currants.	Total.
Average of 7 years, 1851 to 1857, inclusive ..	3,648	15,933	4,475	24,056
1858	1,186	3,199	1,453	5,838
1859	2,938	4,696	3,088	10,722
Stock on Dec. 31, 1859	1,180	840	2,010	4,030

Yarns.—The importation of yarns from England was 35,089 centals, in 1859, against 107,548 centals in 1858, being a decrease of 72,459 centals, or 67·37 per cent. This was owing partly to the general stagnation of trade caused by the Italian war; but chiefly to the yarns for the Saxon market having been forwarded from England, *viâ* Hamburg; the cost of conveyance by railway to Dresden and Leipzig, notwithstanding the greater distance, being much less from Hamburg than from Stettin, as will be shown more fully in my remarks on the transit trade.

Wine.—Owing to the comparatively favourable vintage of 1858, the importation of wines rose from 563,556 gallons, in 1858, to 701,166 gallons, in 1859, being an increase of 137,610 gallons, or 24·42 per cent. Prices having subsequently risen at Bordeaux, in consequence of the bad vintage of 1859, the trade languished; and the prospects, since the reduction of the wine duties in England, are by no means favourable, it being the opinion of the wine merchants here, that unless the German Customs' Union should consent to a corresponding reduction of duties—which, considering the conflicting interests of the States forming the Union, can scarcely be expected—the trade must necessarily decline.

Herrings.—Owing to the unfavourable result of the Scotch fisheries, the importation of herrings from Great Britain was 4,558 barrels less than in 1858. The deficiency, however, was supplied from Norway, leaving on the total quantity imported an increase of 8,689 barrels, or 6·39 per cent., as shown more fully in the following Table:—

TABLE 15.—Quantity of Herrings Imported from 1848 to 1859, inclusive.

Years.			Countries from which Imported.				Total Barrels.
			Great Britain.	Norway.	Denmark.	Other Countries.	
Average of 10 years, 1848–1857			120,301	23,951	1,044	721	146,017
1858			107,134	27,242	1,458	8	135,842
1859			102,576	38,566	2,140	1,249	144,531
1859, compared with—	1858	Increase ..	..	11,324	682	1,241	8,689
		Decrease ..	4,558	..	..	..	..
	10 years' average .	Increase ..	..	14,615	1,096	528	..
		Decrease ..	17,725	..	..	..	1,486
Percentage of each country on total quantity.	On average		82·389	16·403	1·208		100·
	In 1858		78·866	20·054	1·08		100·
	In 1859		70·97	26·68	2·35		100·

Exports.

Zinc.—The export of zinc from Stettin, chiefly to England, has been annually increasing, as was shown in my report for 1858. In 1859 the increase was upwards of 14½ per cent., as will be seen by the following Table:—

			Centals.	Tons.
Average of 5 years, 1853–1857, inclusive			127,186	6,258¾
1858			206,842	10,178¾
1859			237,220	11,673½
1859, compared with—	1858 ..	Quantity	..	1,494¾
		Per Cent.	..	14·68
	Average	Quantity	..	5,414¾
		Per Cent.	..	86·51

Spirits.—The trade in spirits was brisk throughout the year, considerable quantities having been exported, for the first time, to Italian ports. The total quantity exported by sea, *direct from Stettin*, was 882,787 gallons, against 681,406 gallons in 1858, being an increase of 201,381 gallons, or 29½ per cent. Prices remained steady at 4½ silbergroschen per Prussian quart (1*s.* 9½*d.* per imperial gallon); the lowest price being 3·9 silbergroschen per quart (1*s.* 6½*d.* per gallon); the highest 5·16 silbergroschen per quart (2*s.* 0¾*d.* per gallon). The stock in hand on December 31, 1859, was about 125,000 gallons.

Corn.—The importation of oats, in 1859, was very considerable, the total quantity imported amounting to 147,443 quarters (60,244 quarters from Russia, 56,151 quarters from Denmark, 31,057 quarters from Sweden), the greater part of which was for the Prussian government for the supply of the army. The quantity of corn exported was much the same as in 1858—an increase on wheat, a decrease on rye, barley, and oats—altogether an increase, including peas, of 8,553 quarters, as shown more fully in the following Tables:—

TABLE 16.—Quantity of Corn Exported from Stettin in 1859 (in Imperial Quarters).

Countries to which Exported.	Wheat.	Rye.	Barley.	Oats.	Total.	Percentage on Total Amount.
Great Britain	148,932	2,873	43,565	38	195,408	78·94
German States	47	11,518	2,866	..	14,431	5·83
Belgium	..	..	13,863	..	13,863	5·6
Holland	..	8,260	2,029	1,080	11,369	4·59
Sweden and Norway	1,680	1,890	7,140	..	10,710	4·33
Denmark	661	574	522	..	1,757	·71
Total	151,320	25,115	69,985	1,118	247,538	100·
Stock on December 31, 1859 ..	17,826	23,655	1,224	3,116	45,821	..

TABLE 17.—Quantity of Corn, &c., Exported from Stettin from 1850 to 1859, inclusive (in Imperial Quarters).

Years.		Corn.					Peas.	Total.
		Wheat.	Rye.	Barley.	Oats.	Total.		
Average of 7 years, 1850–1856		181,393	24,750	31,749	6,463	244,355	3,165	247,520
1857		329,272	176,652	386,350	4,061	896,335	34,296	930,631
1858		122,077	31,587	72,875	8,163	234,702	5,025	239,727
1859		151,320	25,115	69,985	1,118	247,538	742	240,280
1859, compared with— 1858 ..	Increase	29,243	..	..	..	12,836	..	8,553
	Decrease	..	6,472	2,890	7,045	..	4,283	..
1857 ..	Decrease	177,952	151,537	316,365	2,943	648,797	33,554	682,351
7 years' average	Increase	..	365	38,236	..	3,183	..	760
	Decrease	30,073	..	..	5,345	..	2,423	..

TABLE 18.—Market Prices of Corn, &c., at Stettin in 1859, per Imperial Quarter.

Articles.	1st Quarter.		2nd Quarter.		3rd Quarter.		4th Quarter.		Year.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Wheat	31 9	42 3¾	32 2½	46 11½	31 10¾	43 2½	35 10¾	43 10½	31 9	46 11½
Rye	21 9¾	33 1	25 6	32 2½	18 7¼	29 3	25 3	33 2¾	18 7¼	33 2¾
Barley	18 6	25 1½	21 5½	26 10	18 7¼	23 11	18 7¼	26 7	18 6	26 10
Oats	18 6	22 5¾	18 9½	25 6	11 11½	25 3	13 3½	16 7½	11 11½	25 6
Peas	35 8½	47 7½	32 2½	44 3¼	24 7	43 10½	26 7	37 2½	26 7	47 7½
Potatoes	7 5	9 6	7 6	12 10½	6 7¾	15 11½	7 7¾	10 7½	6 7¾	15 11½

TABLE 19.—Estimated Value (in Dollars Prussian Currency) of Timber Exported from Stettin from 1853 to 1859, inclusive.

Countries to which Exported.	Average of 5 years. 1853–57, inclusive.	1858.	1859.	Being in 1859, compared with 1858—								Percentage of each Country on Total.		
				Increase.				Average.						
				Increase.		Decrease.		Increase.		Decrease.		1859.	1858.	Average
				Value.	Per Cent	Value.	Per Cent	Value.	Per Cent	Value.	Per Cent			
Great Britain	818,528	527,510	746,900	219,390	41·59	...	...	...	...	71,628	8·75	45·94	38·731	47·052
France	409,280	380,140	445,475	65,335	17·18	...	...	36,195	8·84	...	...	27·4	27·91	23·526
Denmark	327,227	197,840	175,475	...	...	22,365	11·3	...	...	151,752	46·37	10·792	14·525	18·81
Holland and Belgium .	83,675	124,570	53,305	...	...	71,265	57·2	...	...	30,370	36·29	3·278	9·146	4·81
Sweden and Norway ...	43,919	44,045	106,410	62,365	141·59	...	...	62,490	142·28	...	...	6·554	3·234	2·525
German States . ..	40,911	38,140	22,216	...	...	15,924	41·75	...	...	18,695	45·7	1 366	2·8	2·351
Russia	1,363	1,200	68,654	67,484	5621·16	...	...	67,291	4937·	...	...	4·223	·089	·08
Spain	4,945	14,285	7,435	...	...	6,850	47·95	2,490	50·35	...	...	·487	1·049	·284
Algiers	9,780	8,360	...	...	...	8,360	100·	...	...	9,780	100·	...	·614	·562
Australia	...	25,900	...	...	...	25,900	100·	...	...	...	...	...	1·902	...
Total	1,739,630	1,361,990	1,625,870	263,880	19·38	...	...	...	...	113,760	6·53	100·	100·	100·

Timber.—The timber trade of Stettin, as I observed in my former reports, has for several years been declining, though the merchants hope that the reduction of the timber duties in England will cause it to revive. In fact, the trade seems already to have taken a favourable turn, the exportation in 1859 having been greater than in 1858, the increase in the total estimated value being 263,880 dollars, or 19·38 per cent.; on the value of the timber exported to England, an increase of 41·59 per cent.; to France, an increase of 17·18 per cent., as shown more fully in the preceding Table.

The total tonnage of vessels of all nations entered at Stettin was, in 1858, 174,196 lasts (about 253,455 register tons); in 1859, 154,062 lasts (224,160 tons); being a decrease of 20,134 lasts (29,295 tons), or 11½ per cent.

The total tonnage of British vessels entered, was, in 1858, 74,351 tons; in 1859, 50,121 tons, being a decrease of 24,230 tons, or 32½ per cent. This is a very considerable decrease, though in some measure counterbalanced by the greater facilities for obtaining return cargoes, fewer vessels having left Stettin in ballast in 1859 than in the preceding years. The total tonnage of British vessels cleared in ballast was, in 1858, 34,947 tons; in 1859, 8,299 tons; being, in 1858 47 per cent.; in 1859, only 16½ per cent. of the total tonnage entered.

Freights in the spring of 1859 were low, rose during the summer months, afterwards declined, but rose again before the close of the navigation.

Freights from Stettin to ports on the east coast of Great Britain (Hull, Leith, and the intermediate ports):—for wheat, per quarter, in spring, 1*s.* 6*d.*, 1*s.* 9*d.*; in May, June, and July, 2*s.* 6*d.*, 3*s.*, (for steamers, 3*s.* 6*d.*); in August and September, 2*s.*, 2*s.* 6*d.*; in October and November, 3*s.*, 4*s.*, and 4*s.* 3*d.*

The freight of oak timber rose from 11s. 6*d.* to 13*s.* and 14*s.* per load.

The amount of marine insurance effected in 1859 was $3,194,296, or 8·34 per cent. more than in 1858. The total amount of marine insurance effected at the Stettin Exchange for the last eight years was as follows:—

Average of 5 years, 1852–1856, inclusive ..	20,040,244
1857 ..	42,366,896
1858 ..	38,278,233
1859 ..	41,472,529

NUMBER of Steamboat Passengers to and from St. Petersburg, in 1858 and 1859.

	From.				Total.	
	Stettin to St. Petersburg.		St. Petersburg to Stettin.			
	1858.	1859.	1858.	1859.	1858.	1859.
In Mail Steamers	2,648	2,667	2,261	2,292	4,909	4,959
In Mercantile Steamers	838	1,037	293	479	1,131	1,516
Total	3,486	3,704	2,554	2,771	6,040	6,475

TABLE 20.—Amount (in Dollars, Prussian Currency) of the Duties levied at the Stettin Custom-house from 1855 to 1859, inclusive.

Years.				Duties.			
				Imports.	Exports.	Transit.	Total.
Average of 3 years, 1855–1857				1,574,356	8,230	17,503	1,600,089
1858				1,434,409	8,021	38,813	1,481,243
1859				1,251,207	5,175	22,439	1,278,821
1859, compared with—	1858 ..	Decrease	Value ..	183,202	2,846	16,374	202,422
			Per Cent.	12·77	35·48	42·18	13·66
	Average ..	Increase	Value ..	..	..	4,936	..
			Per Cent.	..	..	28·2	..
		Decrease	Value ..	323,149	3,055	..	321,268
			Per Cent.	20·52	37·12	..	20·07

In my former reports, I showed that the quantity of goods forwarded in transit from and to Stettin was annually increasing. Last year, however, owing to the Italian war and the cessation of the trade with Austria, there was a considerable decrease. The amount of transit duties levied at the Stettin Custom-house was, in 1858, 42·45 per cent. more than in 1857, whereas in 1859 it was 42·18 per cent. less than in 1858, as shown more fully in the preceding Table.

The decrease on most of the articles forwarded in transit, was no doubt owing to the general stagnation of trade, caused by the Italian war, but on several articles may be accounted for by the cost of railway conveyance to the Saxon market being considerably less from Hamburg, Lubeck, and other competing ports, than from Stettin. This, as I previously observed, was obviously the case in respect to yarns forwarded from England by way of Hamburg; the present comparatively high charges of the Stettin and Berlin railway rendering that the cheaper route.

The following Table, drawn from a statement recently published, and said to be quite accurate, shows the cost of railway conveyance from six competing ports to four inland towns.

The column headed "Distance" gives the distance by railway in German miles, (1 German mile=4·6038 English miles). The column headed "Cost" gives the cost of conveyance, per German centals in silbergroschen Prussian currency, (10 slbgr.=1*s.*)

TABLE 21.—Cost (in Silbergroschen Prussian Currency, and per German Centals) of the Carriage of Goods by Railway.

From.	To.							
	Dresden.		Leipzig.		Halle.		Magdeburg.	
	Distance.	Cost.	Distance.	Cost.	Distance.	Cost.	Distance.	Cost.
Harburg	68	19 9/10	53	16¾	48½	15½	37	10½
Hamburg	62½	18 9/10	48	16	43½	14½	32	9
Lubeck	63	22⅕	51½	18 7/10	40½	15 7/10	35½	10 7/10
Wismar	61	21⅕	46⅔	18 7/10	42½	14 7/10	31	9 7/10
Rostock	67½	21	53½	19⅕	49	16⅘	37½	11⅕
Stettin	43½	22	47	23	43	21¼	38	19
At the Harburg rate the cost from Stettin would be ..	..	12¾	..	15	..	13¾	..	10½
Consequently the over charge amounts to	..	9¼	..	8	..	7½	..	8½

Trade of Swinemünde.

Swinemünde has no export trade, and the imports are limited to iron, salt, and coals. The imports (all from Great Britain) in 1858 and 1859 were as follows:—

Number of Reference.	Articles.	1858.	1859.	Being in 1859.	
				Increase.	Decrease.
8	Iron, pig and old	418	7	..	411
9, 10	„ wrought and bar	88	130	42	..
25	Salt	1,166	496	..	670
36	Coals	111,245	99,847	..	11,398
	Total tons	112,917	100,480	..	12,437

In 1859, at the close of the season when the Haff was already frozen, two English steamers bound for Stettin were obliged to discharge at Swinemünde. The goods discharged, although destined for Stettin, are not included in the customs' return, and may therefore be specified as

Additional imports from Great Britain, as follows:—

		Centals.
8	Pig Iron	6,096
21	Soda	1,233
61	Palm Oil	2,400
100	Cotton	1,619
118	Train Oil	193
	Total	11,541*

Manufactures.

The industrial establishments in Stettin and its vicinity, specified in my former reports, necessarily suffered from the stagnation of trade during the summer, with the exception of the new chemical works, which produced more than in 1858, and the steam-mills which were in full work during almost the whole year. The most important of these establishments are—

Two sugar refineries. Total quantity of raw (beet-root) sugar refined in 1858, 249,000 centals; in 1859, 210,000 centals, being a decrease of 39,000 centals, or 15·66 per cent.

Three steam mills were fully employed, but the quantity of corn ground is not stated.

Two Portland cement works produced in 1858 50,000; in 1859, 45,000 barrels of cement of a very good quality.

The Vulcan Iron Works turned out last year the first locomotive made at the establishment, also several steam-engines, including one of 375 horse-power for the Prussian Royal navy.

Messrs. Möller and Holberg, at whose iron works 180 men find full employment, manufactured two steam-engines and several screws for the Prussian gun-boats now in course of construction, and seem to have carried on a very good business.

The new chemical works, founded in April 1857, by a joint-stock company, has produced as follows:—

	1857.	1858.	1859.
	Centals.	Centals.	Centals.
Bone Black	24,000	19,000	16,000
Sulphuric Acid	27,000	39,000	47,000
Nitric Acid	1,800	2,000	2,700
Muratic Acid	9,000	25,000	47,000
Refined Saltpetre ..	1,100	600	1,200
Sulphate of Magnesia ..	400	..	..
Sulphate of Soda . ..	10,000	25,000	37,800
Crystallized Soda ..	6,000	7,000	11,000
Calcined Soda	..	10,000	14,400
Blue Vitriol	400	800	1,300
Green Vitriol	4,000	3,600	7,000
Refined Borax	..	..	260
Refined Roll Brimstone .	..	..	2,500
Total . ..	83,700	132,000	188,160

Besides from 4,000 to 5,000 barrels of burnt lime annually.

The chemical works of Mr. Metzenthin produced in 1858, 20,000 centals of sulphuric acid; in 1859, 13,800 centals of sulphuric acid, 577 centals of nitric acid, and 255 centals of sulphate of soda.

The manufactory of artificial manure produced in 1858, 11,740 centals; in 1859 not above half that quantity.

I may remark, in conclusion, that the trade of this port was depressed in 1859 by the state of political affairs, and I am afraid will not revive until the prospects for the preservation of peace are much more favourable than they are at present.

RUSSIA.

BERDIANSK.

Report by Mr. Cumberbatch, British Consul at Berdiansk, on the Trade of that Port for the year 1860.

The character and amount of foreign importations this year have been as follows, viz.:—

Articles.		Quantity.	Value.		
			£	s.	d.
Coal, English	cwt.	1,640	147	0	0
Pepper	„	105	566	16	0
Coffee	„	984	3,971	6	0
Sugar—Raw	„	197	708	10	0
„ Refined	„	16	64	11	0
Lemons and Oranges ..	pieces	135,977	500	11	0
Nuts and Walnuts.. ..	cwt.	1,845	2,068	6	0
Greek Wine	„	19	52	0	0
Champagne.. .. .	bottles	760	284	0	0
Carubbe	cwt.	254	285	7	0
Figs and Raisins	„	1,069	1,917	10	0
Sirup	„	64	329	9	0
Sardines	„	63	674	9	0
Tobacco—Leaf	„	38	681	12	0
„ Cut	„	1	22	10	0
Cigars	lbs.	80	16	0	0
Rice..	cwt.	611	822	0	0
Iron Wire, &c.	„	25	90	0	0
Oil	„	160	719	0	0
Wood—Furniture	„	309	70	0	0
„ Fuel	„	7,750	906	0	0
Soap—Turkish	„	19	25	11	0
Woollen and Silk Stuffs ..	„	65	1,300	0	0
Cotton Stuffs	yards	56,590	2,852	8	0
Medicines	cwt.	3	200	0	0
Sundries	„	..	600	0	0
Value of Imports		..	19,874	16	0
Value of Specie		..	£5,364	0	0

		£	s.	d.
Value of Imports in 1859	..	35,113	0	0
„ 1860	..	19,874	16	0
Decrease in 1860.. ..	..	£15,238	4	0

The above importations are rather under the real amount, as it is impossible to obtain the exact quantities imported. The great difference in the value of the importations, when compared with the last year, arises from the small quantity of oil, oranges, and carubbe beans imported this year, a large quantity of the oil of last year remaining on hand; and there has been no agricultural machinery imported.

The demand for agricultural machines would be great if the purchasers were certain that the repairs would be readily and cheaply completed; but until the manufacturers agree to send experienced workmen to make occasional visits to execute repairs, and to superintend the machinery in the localities where the machines are sold, the proprietors will not readily purchase them. I feel confident that the speculation would amply repay any one in this district only, as labour is very scarce, and will be still more so after the liberation of the serfs. I hope that the experiment will be tried this year in the Miloshnah, the result of which will be known in August.

The departure of the Noguais population from this district has been much felt, as the greater part of the transit of grain during the winter was performed by them, and at a much lower rate than by the Russian peasantry, at least one-third cheaper. It is stated that the Russian government has arranged that the deserted Tartar villages should be re-populated by Russian families from the interior; but it will take at least two years to bring the land into a proper state of cultivation, and to do away with the many inconveniences occasioned by the departure of such a large body of labourers.

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* Equal to 568 Tons.

In consequence of the high prices given for grain and freights at Berdiansk, and the disproportionate prices in Great Britain and the foreign markets, the profits of traders, if any, must have been very low in comparison with former years.

The produce of this year was about an average crop, although the expectations of purchasers were raised by the favourable appearances of the crops in the month of June; but owing to the great ravages committed by locusts, weevil, and rats, the sickle was not even introduced into vasts tracts of land; added to which, the small amount of land brought into cultivation by the Tartars, made a visible falling off in the quantity. The quality generally was under the usual weight, averaging about 4 lbs. per quarter less than last year.

Government has now let the whole of the extra land in this district at the high rate of 2¾ rs. to 3 rs. per desetine, or 3*s.* per acre, reserving only for the coming population the usual amount for each community; even at this increased rate the government are great losers, as the ground in many instances is worth more than double this amount, the difference being generally divided between the government agent and the tenant in the first instance.

Nationality.	Vessels.	Tons.
British	49	13,518
French	11	2,141
Ionian	15	3,379
Austrian	53	18,437
Sardinian	107	24,485
Greek	49	11,390
Tuscan	2	498
Neapolitan	5	1,418
Norwegian	5	1,624
Dutch	1	98
Prussian	2	772
Belgian	1	353
American	1	266
Mecklenburghian	6	1,267
Samian	3	790
Finland	1	440
Ottoman	19	1,367
Russian	15	3,074
Total	345	85,317

The following is the price per ton of tallow, from April to December, 1860.

	s.
April	51
May	52
June	60
July	52
August	60
September	74
October	76
November	82
December	—

Forty-nine British vessels arrived at this port during the year, 4 of which with cargoes from Taganrog. Twenty-eight vessels loaded in this port. Sixteen vessels proceeded in ballast to Taganrog, and 1, the "Marmion," remains in port, having been cut through by the ice, and has discharged her cargo. The demand for British vessels was very great this season, and 78*s.* to 80*s.* per ton for tallow would have been readily given in October for at least 20 vessels; but none came seeking.

Nearly double the quantity of cotton stuffs, namely, 56,590 yards, have been imported this year in comparison with the last year, which amounted to 30,616 yards; a much larger quantity would be imported if the merchants did not meet with so many impediments to free commerce at the Custom-house. Most of these goods were brought here in the Russian Company's steamers, of which there have been 24 arrivals.

The foreign vessels, including 12 Ionian vessels, of 2,725 tons, which loaded from this port are as follows, viz.:—

No. of Vessels.	Tonnage.	Value of Cargo.
282	68,811	£849,802

added to which, British vessels—

No. of Vessels.	Tonnage.	Value of Cargo.
28	7,451	£110,409

make a total of—

No. of Vessels.	Tonnage.	Value of Cargo.
310	76,262	£960,211

which is a decrease on the year 1859 of 78 vessels, of 9,991 tons. The great increase in the amount of the importations of this year is accounted for by the high prices of corn, and the larger amount of linseed exported.

The navigation and trade for the last five years have been as follows, viz.:—

	Vessels.	Tons.	Imports.	Exports.
			£	£
1856	275	65,229	6,959	797,639
1857	228	61,915	17,621	746,250
1858	394	96,203	30,238	892,566
1859	388	86,253	35,113	714,997
1860	310	76,262	19,875	960,211

The gross amount of grain, &c., exported by these vessels is as follows:—

Articles.		British.	Foreign.	Total.
Wheat	qrs.	43,360	272,221	315,581
Linseed	,,	10,684	52,684	63,368
Rapeseed	,,	1,865	6,404	8,271
Oats	,,	..	5,166	5,166
Barley	,,	2,017	5,734	7,751
Rye	,,	1,540	2,419	3,959
Tallow	cwts.	5,203	6,756	11,959
Hides	,,	..	4,132	4,132
Wool	,,	..	5,607	5,607
Rags	,,	..	1,166	1,166
Butter	,,	..	1,752	1,752
Flour	,,	..	1,972	1,972

The work of the Mole is not yet commenced; but it is stated that the government intends to do something during the coming summer. Two other engineers made a survey and report last summer of the port, and the work that might be required.

The want of the mole was severely felt this autumn; on one occasion 9 loaded lighters were cast ashore, and others were much damaged, causing heavy liabilities to the insurance companies in England; several lighters were also caught in the ice, and may be entirely lost in the spring. All these casualties would have been avoided if the mole had been in existence. As so many interested opinions exist respecting the nature of the fabric required, I fear that many years will pass before anything is done.

The frost set in somewhat earlier this year than usual, the sea being frozen on the 5th December.

An iron mine has lately been discovered near Militopol, and promises to be very productive.

The average exchange is 669 roubles per £ sterling. The following is a list of the average export prices:

		R.	Cop.		£	*s.*	*d.*
Wheat	tchwert	9	10	=	1	16	3
Linseed	,,	9	80		1	19	0
Rapeseed	,,	4	50		0	14	10
Rye	,,	4	40		0	17	6
Barley	,,	3	40		0	13	6
Oats	,,	3	10		0	12	2
Tallow	pood	4	40		1	19	5
Hides	,,	7	70		3	9	0
Wool, Merino	,,	11	80		5	5	9
Rags	,,	2	0		0	18	0
Butter	,,	6	50		2	18	0
Flour	,,	1	60		0	14	4

Shipping charges 8 per cent. extra.

EKATHERINOSLAV AND KHARKOFF.

Report by Mr. Eldridge, British Consul at Kertch, on the Wool Fairs at Ekatherinoslav and Kharkoff in 1860.

This fair commenced on the 25th June (7th July), and in three days the whole of the wool actually on the spot was bought up.

About 50,000 poods (or 1,800,000 lbs.) of brook-washed wool were brought for sale, and upwards of 10,000 poods more were offered for sale at the fair by samples, there were also samples of one lot, of 13,170 poods, belonging to one producer.

Of the former quantity of 600,000 poods, there were sold—

	Poods.
For exportation to Austria and Prussia	20,000
For the Polish Manufactories	11,500
To Petersburgh and Moscow Houses	3,500
For speculation at the approaching Fair at Poltava	15,000

and the remaining quantity of 10,000 poods that remained unsold in the hands of the producers was despatched to the fair at Poltava.

About 25,000 poods (or 900,000 lbs.) of wool in the grease were sold at this fair, and the whole of this quantity was bought by local washers.

The prices that reigned were from 15 roubles to 17 roubles 50 copecks per pood, or from 15*d.* to 17½*d.* per lb., for middling; and from 17 roubles 50 copecks to 19 roubles 50 copecks per pood, or from 17½*d.* to 19½*d.* per lb., for superior qualities of brook-washed wool; and from 9 roubles 75 copecks to 10 roubles 60 copecks per pood, or from 9¾*d.* to 10⅗*d.* per lb., in the grease. There were also about 4,000 poods of common coarse wool in the grease, which was sold at the rate of 2 roubles 80 copecks per pood for white, and 2 roubles 30 copecks per pood for black and grey.

Report on the Wool Fair which commenced at Kharkoff on the 1st (13th) of June, 1860.

The quantity of fine Spanish wool brought to this fair did not exceed 150,000 poods, or 5,400,000 lbs., which is considerably below the average of late years. This is accounted for by the scarcity of fodder during the winter months, in consequence of which a considerable number of the sheep died, and by the fact that the high prices had induced many proprietors to sell their wool on the spot, and frequently before it was sheared.

Unwashed wool fetched from 8 roubles 50 copecks to 11 roubles 20 copecks per pood, according to the quality, or from 8½*d.* to 11⅕*d.* per lb. avoirdupois.

Wool washed before shearing, from 16 roubles to 19 roubles 50 copecks per pood, or from 16*d.* to 19½*d.* per lb. avoirdupois.

The highest price given for this description of wool was 22 roubles per pood, which was paid for the wool of a proprietor named Hertzenvitz, whose flocks have been long celebrated for the superior quality of the wool.

Washed wool was sold at prices that reached 30 roubles per pood, or 2*s.* 6*d.* per lb. avoirdupois.

Only a small quantity of wool was delivered to the Kharkoff Wool Company on commission.

The trade at the commencement of the fair was very brisk, owing to the large numbers of Russian and foreign buyers present; but towards the end, large purchases having been made, those sellers whose wool arrived late at the fair, as well as those who had held back in the hopes of obtaining still higher prices, found themselves obliged to accept from two to three roubles per pood less for wool washed before shearing, or deliver it to the company.

For an account of the Kharkoff Wool Company, see my report of the 20th July, 1858.

From later and more detailed information, I am enabled to make the following additional remarks to my report on the wool fair at Kharkoff of the present year.

The prices in the former report are generally correct. The whole quantity of wool in the grease, or unwashed wool, brought to the fair was about 100,000 poods, or 3,600,000 lbs., which was bought chiefly by the local wool washers, at prices mentioned in the former report.

The quantity of wool washed before shearing, or brook washed, amounted to about 95,000 poods, or 3,420,000 lbs., which was disposed of as follows:—

	Poods.
To Merchants and Manufacturers of Moscow.	40,000
For Exportation to Prussia	10,000
„ Austria	6,000
For the Polish Manufactories	20,000
For the Tchernigoff ditto	6,000
The remainder, received by the Company on Commission or Deposit	14,000

The quantity of clean washed wool was about 20,000 poods, or 720,000 lbs., of which was sold, for—

	Poods.
Exportation to Prussia.	10,000
„ Austria	8,000
Moscow	2,000

It was remarked that so large a quantity of clean washed wool was never known at any former wool fair at Kharkoff.

In consequence of the high prices and great demand, the quantity of wool that was received by the Company on commission was unusually small. The following is the total quantity:—

	Poods.
Brook washed	1,432
In the grease	1,245
Total	2,677

Besides this, the Company received into its magazines for deposit:—

	Poods.
Clean washed	606
Brook washed	12,594
In the grease	337
Total	13,537

The high prices were sustained by the telegrams received from the principal towns of the north of Germany, previously to and during the fair, giving the current prices at those places.

A scarcity of ready money was remarked at this fair, which had a great and unfavourable influence on the retail trade which usually takes place.

FINLAND.

Report by Mr. Crowe, British Consul at Helsingfors, on the Trade, &c., of the Grand Duchy of Finland, for the year 1859.

Although the accompanying returns generally show an improvement on those of the year 1858, they would still further have done so had not the unfavourable state of the money market influenced the exchange, the low state of which acted detrimentally on the trade of the country, to which circumstance must be added the insufficiency of the coinage, and the scarcity of notes of a small value, the want of which was especially felt by the tradespeople and lower classes.

In spite of these untoward circumstances the export trade was considerably above the average, and exceeded those of the years subsequent to the war, having amounted to 692,374*l.*, against 495,325*l.* in 1858.

The exports of Great Britain have considerably increased, and next to the Russian Empire, British interests absorb the greater portion of the exporting produce of Finland.

In the vast forests which cover the greater extent of the Finnish territory lies the chief wealth of the country; and the shipments of timber, deals, firewood, &c., amounted to 301,109*l.*, or very nearly the half of the total exports of Finland; if to this is added the value of the tar, pitch, and other produce generated from the forests, the total exceeds the half of the exports, the remainder being made up by the exportation of mineral produce and that of agriculture.

The following return will specify the principal articles, their weights or measures, as far as obtainable, and their value according to official data, viz.:—

		Quantity.	Value.
			£
Timber, Deals, and Battens		..	272,230
Firewood	fathoms	42,303	28,789
Iron and Steel		..	58,281
Butter	lbs.	1,954,711	50,918
Fish	„	394,518	17,390
	barrels	8,233	
Tar	„	31,939	14,982
Cereals—not ground	„	10,208	8,232
„ ground	lbs.	1,669,816	6,730
Woven Goods		..	13,194
Potash	lbs.	548,884	5,421
Bristles	„	20,492	4,905
Live Stock	head	2,378	4,864
Spirits	barrels	1,848	3,755
Pitch	„	3,504	2,959
Salt Meat	lbs.	339,847	2,933
Tallow		115,187	2,435
Lucifer Matches	cases	1,545	2,318
Sundries		..	191,948
Total		..	692,374

Of these exports—

	£
Great Britain	163,666
Russia	233,541
Sweden and Norway	94,080
Germany	58,016
Spain	43,632
Denmark	40,868
France	39,286
Holland	11,880
America	5,495
Belgium	1,156
Australia	754
Total	692,374

There is consequently an improvement in the export trade, in comparison with the year 1858, of 197,049*l.*, which, to some extent, arose from the increased shipments of deals and battens, and from the large quantity of iron shipped to Russia, which item alone showed an increase of 42,758*l.* on the year.

The exports from Finland, and their gradual progression, will at a glance be seen from the subjoined Table, viz.:—

	£
In 1855	253,529
1856	515,106
1857	650,481
1858	495,325
1859	692,374

The fact that the import trade of the Grand Duchy exceeded the export trade by 650,558*l.*, as was the case during the year 1859, or in other words, that the balance of trade was against Finland, cannot be accepted as a proof of retrogression, as the value of the exports in these returns figure as that at the port of shipment, and not that of the market prices at the port of discharge; and I should say the annually increasing demand for foreign produce is a sign of an equally increasing prosperity on the part of the population, and of the gradual development of the resources of the country.

The imports during the year amounted to 1,342,932*l.*, and consisted principally of the following articles, viz.:—

		Quantity.	Value.
			£
Cereals	lbs.	43,081,892	162,941
	barrels	23,366	12,719
Sugar	lbs.	5,847,232	152,628
Coffee	„	4,667,100	136,586
Iron and Steel		..	141,649
Woollen Goods		..	35,891
Cotton ditto		..	24,465
Linen ditto		..	23,101
Silks		..	12,848
Cotton—Raw	lbs.	3,041,347	83,961
„ Twist	„	237,895	13,414
Tobacco	„	2,439,691	45,574
Salt	barrels	164,361	42,345
Paints and Colours		..	26,776
Groats	lbs.	39,246	18,846
	barrels	9,119	
Spirits	galls.	73,216	31,053
Wines	imp. gallons	49,898	20,027
	bottles	19,033	
Coals	tons	16,420	22,834
Fruit		..	16,688
Fish	lbs.	42,944	14,160
	barrels	6,930	
Sundries		..	304,426
Total		..	1,342,932

The countries from which these supplies came were—

	£
Great Britain	199,590
Russia	420,119
Sweden and Norway	111,585
The Brazils	172,718
The Hanse Towns	354,778
Holland	26,696
Spain	22,334
Denmark	14,957
Portugal	8,239
Italy	6,228
France	2,188
Other Countries	3,500
Total	£1,342,932

This return gives an increase of 100,314*l.* on the year 1858, and the imports from Great Britain had augmented by 67,440*l.*; but in reality they exceed this sum considerably, as rails and machinery, were imported to a large extent for government account, and do not figure in these returns. On the whole, therefore, I may safely say the British trade with Finland is decidedly flourishing.

The Brazils and the United States are carrying on an improving commerce with Finland. The sugar manufacturers of this country having found it worth their while to import the raw material direct from the producing country; this article alone shows an increase of 24,810*l.*, whilst the import of coffee and tobacco direct is also on the increase; the whole imports from the American continent having exceeded those of 1858 by 89,354*l.*

During the year 1859 as many as 389 vessels, of 99,592 tons burthen, cleared outwards with cargoes for Great Britain, of which number 101 vessels, of 21,358 tons, were British. The shipments to Great Britain had employed 132 vessels, of 36,584 tons, more than during the year 1858.

The number of vessels entered inwards with cargoes from Great Britain was 144, of 35,784 tons, of which 39 vessels, of 7,014 tons, were British.

RETURN of British and Foreign Shipping which entered Ports in the Grand Duchy in the year 1859 :—

Nationality.	Finnish.		Natives of Country whence coming.		Other.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain	49	13,256	29	7,014	66	15,514
Russia	620	67,952	159	13,662	130	30,250
Sweden, &c.	166	10,456	98	11,146	3	374
Denmark	183	27,042	10	1,788	9	1,654
France	2	584	4	234	5	900
Germany	154	20,440	40	6,942	9	1,450
Other Countries	85	25,382	9	1,268	18	3,664
Total	1,259	165,112	349	42,054	240	53,806

Total entered, 1,848 vessels, of 260,972 tons burthen.

RETURN of British and Foreign Vessels which Cleared from the Ports in the Grand Duchy in the Year 1859.

Nationality.	Finnish.		Natives of Country whither going.		Other.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Great Britain..	59	20,566	101	21,358	85	21,884
Russia..	607	55,978	84	9,708	20	2,970
Sweden, &c.	145	10,770	80	7,714	5	728
Denmark	190	27,370	..	..	10	1,120
France..	8	2,300	19	1,768	21	5,456
Germany	147	17,208	6	504	15	2,438
Other Countries	62	16,210	10	1,186	36	6,354
For Orders	95	25,316	..	..	42	10,448
Total	1,313	175,718	300	42,238	234	51,398

Total cleared, 1,847 vessels, of 269,354 tons.

The Finnish mercantile fleet consisted, at the end of 1859, of 484 vessels, measuring 108,976 tons, to which may be added 1,080 vessels employed solely in the coasting trade, of 67,782 tons burthen, but which craft are not able to proceed on any long voyage.

The subjoined specified list gives the exports from the port of Helsingfors, showing an increase of 5,616*l.* on the year 1858, viz.:—

	£
Deals and Battens	9,467
Woven Cotton Goods	8,393
Hair	4,662
Cereals	3,970
Iron and Steel	5,315
Books	1,027
Paper	1,256
Firewood	604
Sundries	5,758

These shipments were made to Great Britain, Russia, Germany, Spain, the Brazils, Sweden and Norway, and Denmark.

The imports during the same period amounted, however, to 310,122*l.*, being an increase of 52,425*l.* on the preceding year.

The principal articles were, viz.:—

	£	£
Iron and Steel		61,065
Cereals		43,406
Sugar		33,232
Coffee		28,427
Spirits		11,902
Tobacco		7,875
Coals		4,548
Groats		4,332
Wines		3,687
Salt		3,590
Fruit		2,883
Paints and Colours		2,827
Fish		2,139
Books		1,359
Cotton, twist]		1,743
Porcelain		922
Manufactures—	£	
Cotton Goods	7,118	
Linen „	3,889	
Woollen „	18,403	
Silks	8,596	
		38,006
Sundries		58,178
Total		£310,122

The following specifies the value of the imports from each country, viz.:—

	£
Great Britain	60,798
Russia	82,545
Germany	110,696
The Brazils	35,982
Sweden and Norway	11,877
Spain	7,050
Holland	913
Denmark	261
	£310,122

From the subjoined it will be seen that the trade between Great Britain and the port of Helsingfors has improved considerably, and I believe is likely to be permanent; the value of the imports from Great Britain during 1857 having amounted to 19,255*l.*; in 1858, to 16,033*l.*; in 1859, to 60,798*l.*; in addition to which, 11 British vessels, principally steamers, discharged here 2,943 tons of rails; the value of which does not appear in the above return, not having to clear the Customs, as it is for account of government.

The total number of vessels which entered inwards, at Helsingfors, during the year, was 316, of 39,654 tons, of which 16 vessels, of 3,788 tons, were British.

The departures amounted to 244 vessels, of 34,72 tons.

Her Majesty's government having been pleased to appoint Mr. William R. Hall to be Her vice-consul at Bjorneborg, in the Gulf of Bothnia, I have through him been furnished with the following returns, as regards that port.

The mercantile fleet of Bjorneborg consists of the craft of various sizes, comprising an aggregate tonnage of 11,602 tons.

RETURN of Foreign Shipping which Entered the Port of Björneborg during the Year 1859.

Nationality.	With Carges.			In Ballast.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	£ s. d.
Finnish	22	6,122	195	7	2,802	64	29	8,924	259	65,377 8 3
Swedish	12	908	50	2	788	23	14	1,696	73	
Norwegian	3	195	12	22	8,736	227	25	8,931	239	
Prussian	4	1,347	41	1	347	11	5	1,694	52	
Total	41	8,572	298	32	12,673	325	73	21,245	623	

RETURN of Foreign Shipping which Cleared from the Port of Björneborg during the Year 1859.

Nationality.	With Cargoes.			In Ballast.			Total.			Value of Cargoes.
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crew.	£ s. d.
Finnish	51	19,202	557	1	200	23	52	19,402	580	23,377 3 9
Swedish	3	942	29	11	754	44	14	1,696	73	
Norwegian	22	8,740	227	..	..	..	22	8,740	227	
Prussian	4	1,335	42	..	..	..	4	1,335	42	
Total	80	30,219	855	12	954	67	92	31,173	922	

The value of the articles imported into Björneborg was—

	£	s.	d.
Great Britain	16,004	8	4
Russia	8,568	15	10
Sweden and Norway ..	8,172	15	5
Germany	17,706	7	0
Holland	2,436	8	6
Spain..	504	7	6
Portugal	362	14	0
Sardinia	736	5	10
The Brazils	10,885	5	10
Total	£65,377	8	3

The value of the exports to each country was—

	£	s.	d.
Great Britain	6,555	1	10
Russia	704	11	9
The Mediterranean	12,154	7	6
Germany	1,352	1	4
Belgium	540	9	0
Holland	252	15	2
Sweden	556	17	2
Spain..	684	14	6
The Brazils	137	12	2
Australia	428	13	4
Total	£23,377	3	9

At the port of Uleaborg the exports give a trifling increase in quantity and value on the preceding year, and consisted of 3,800 standard of deals and battens, 62,000 barrels of tar, 3,000 barrels of pitch, and 1,000 loads of timber.

The imports during the same period show a decline, and consisted principally of 150,000 lbs. of coffee, 180,000 lbs. of sugar, 5,200 tons of salt, 8.000 lbs. of cotton twist, and 20,100 gallons of wines and spirits.

The nationality and number of the ships which entered the port of Uleaborg were as follows, viz. :—

Nationality.	Vessels.	Tons.
British	3	500
Russian	37	15,000
Norwegian	31	10,000
Prussian	8	987
French..	15	2,000

The number of vessels belonging to the port of Uleaborg is 40, representing a tonnage of 12,694 tons; and it is to be regretted that this important branch of commerce, owing to the depression in the freight market during the year 1859, has not proved so lucrative and remunerative to the Finnish shipowner as formerly.

The political uncertainty which existed at the beginning of the past year, and the subsequent war between France and Austria, together with the timidity of merchants in consequence, and their disinclination to embark in transactions of any magnitude, were the reasons which directly or indirectly affected the Finnish trade; and the year 1859 was particularly marked by a strong want of confidence, and an almost total absence of speculation. The prospects, however, for the following year are more encouraging, and orders for fresh productions are likely to be numerous. The exchange has also partially recovered; and on the whole, I am in sanguine hopes of seeing the material and commercial prosperity of this country improving.

The exchange in the above calculations has been taken at 3*s*. per rouble.

KERTCH.

Report by Mr. Eldridge, British Consul at Kertch, on the Trade of that Port during the year 1859.

The trade of the port of Kertch during the year 1859 offers many exceptional features that were previously unknown.

During the year 11 cargoes of coals, consisting of 5,122 tons, were imported into Kertch, from British ports, for the use of the steamers of the Russian Company of Steam Navigation and Commerce, of which quantity 6 cargoes, or 3,006 tons, were imported in British vessels. Besides the coals imported into Kertch, a few cargoes were sent to Taganrog. This importation of coals is remarkable when it is taken into consideration that there are extensive fields of anthracite coal on the river Don, and within 400 miles of Kertch, with water carriage all the way; yet, from the want of proper machinery and good management in working the pits, the coals brought from England, a distance of 3,000 miles, have been, during the year 1859, 20 per cent. cheaper at Kertch than those brought down from the Don. Persons well acquainted with the locality say that the beds of anthracite on the Don being very near the surface are easily worked; but through the absence of pumping machinery the pits are soon filled with water, and abandoned in order to sink new ones, which naturally increases the cost of produce.

There are no means of conveyance from the pits to the river Don but bullock waggons, which clumsy and primitive means of transport increases considerably the price, although the distance is short, and tramways could easily be laid with little expense, as the country is level.

During the season, 10,720 tons of rails and other ironwork have been imported into Kertch from the ports of Cardiff and Newport, in 34 vessels, of which 17 were British; and discharged at Genitchi, in the sea of Azoff, on account of La Grande Société des chemins Fer Russe, for the purpose of constructing that portion of the railroad from Theodosia to Moscow comprised between Choungar and Alexandrovsk. These rails were all entered at Kertch, there being no Custom-house at Genitchi, which is merely a fishing village, and they were only discharged there by special permission of the Imperial Government obtained on behalf of the Company. Besides these rails 22,441 tons have also been received at Theodosia for the section from Theodosia to Choungar, and 2,753 tons at Alexandrovsk for carrying on the railway beyond that town. These latter were received *viâ* Odessa and the river Dneiper, on which river Alexandrovsk is situated. Notwithstanding the large quantity of material that has been received, which is said to be sufficient to complete 360 versts, little has yet been done towards carrying on the works, as it was only late in last autumn that the first turf was turned in the Crimea, and it is said that on some parts of the line the surveys are hardly completed.

Several cargoes of machinery have been sent to Taganrog, and other ports in the sea of Azoff, and a considerable quantity of this article has been introduced by the steamers of the Russian Company of Steam Navigation and Trade, *viâ* Odessa, and forwarded, *viâ* Kertch, to the Azoff; as well as direct from Constantinople to Taganrog by the line of steamers running between those places.

The imports, with the exception of iron and coals, are of little importance, as will be seen by the accompanying return, which is far from showing the actual quantities of goods imported into Kertch, since much is received by the steamers of the Company of Navigation, *viâ* Odessa, which is consequently not returned by the Custom-house of Kertch.

The exports of Kertch were never of much importance in themselves, and this year forms no exception, as all the wheat and tallow included in the return of exports ought properly to be considered as exported from Taganrog, and they only found their way into the returns of the Kertch Custom-house owing to some cause that obliged the vessels having them on board to clear from this port; this is also the case with many of the other articles, so that the amount of merchandise exported directly from Kertch would not exceed a third of the sum given in the return: the causes of this absence of produce for exportation are explained in the general report furnished on the 12th of January, 1858.

A large number of the vessels that cleared from the Custom-house of this port were employed in the conveyance of Circassian emigrants to Constantinople, of whom 35,500 were conveyed in 70 vessels, including steamers, while upwards of 5,000 more were carried, *viâ* Odessa and Trebizond, in the steamers of the Russian Company of Steam Navigation and Commerce.

These Circassians came chiefly from the district of Upper Kouban, on the northern slope of the Western Caucasian chain; their sufferings during the voyage from Kertch to Constantinople must have been great, as they were frequently conveyed in small and scarcely seaworthy vessels, which were much overcrowded.

The number of vessels arrived from foreign ports and entered at the quarantine, chiefly in ballast, and bound to the different ports of the sea of Azoff, shows an increase compared with the numbers of 1858; the respective numbers standing 1,242 for 1858, and 1,643 for 1859, while the tonnage for 1858 was 303,491 tons, and 370,544 tons for 1859; in addition to these vessels there are those that passed into the sea of Azoff from other Russian ports in the Black Sea, where they received pratique, and are consequently not included in the quarantine returns; they may be estimated about 150 sail for the year.

Table showing the Percentage of the Vessels and Tonnage of different Nations, during the periods of ten Years (from 1844 to 1853 inclusive), of three Years (from 1857 to 1859 inclusive), and of the Year 1859; also the Increase or Decrease of the Percentage of both Vessels and Tonnage of the several Nations, during the said three Years (1857, 1858, and 1859) compared with the ten Years that preceded the war.

Nationality.	1859.		1857 to 1859, inclusive.		1844 to 1853, inclusive.		Increase.		Decrease.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
British	13·12	15·80	13·00	15·45	17·27	19·60	..	..	4·27	4·15
Greek	21·59	21·58	22·23	21·80	20·89	21·10	1·34	·70	..	..
Turkish	10·00	3·48	8·30	3·00	3·39	3·30	4·91	..	..	·30
Russian	5·06	5·58	3·86	3·42	14·23	14·74	..	..	10·37	11·32
Sardinian	17·38	18·62	18·58	18·00	15·33	11·98	3·21	6·02	..	..
Ionian	7·20	6·64	6·84	6·21	6·11	5·37	·73	·84	..	..
French	1·83	1·57	2·14	1·80	3·37	2·60	..	..	1·23	·80
Norwegian & Swedish ..	2·87	3·18	2·19	2·44	1·06	1·00	1·13	1·44	..	..
Neapolitan	2·44	1·70	1·80	1·60	1·95	2·00	..	..	·15	·40
Austrian	6·22	9·23	10·09	15·55	11·04	13·99	..	1·56	·95	..
Mecklenburgh	2·31	2·18	1·89	1·80	·50	·41	1·39	1·39	..	..
Tuscan	3·48	3·88	2·70	3·00	1·36	1·23	1·34	1·77	..	..
Prussian	1·52	2·36	·90	1·20	·74	·58	·16	·62	..	..
Moldavian & Wallachian	1·64	1·32	..	..	..	..	..	..	..	..
Samos	·61	·37	3·88	3·26	1·47	1·20	2·41	2·06		
Servian	·85	·86								
Roman	·06	·07								
Dutch	·31	·25	1·60	1·47	1·29	·90	·31	·57	..	..
Hanoverian	·36	·22								
Belgian	·12	·29								
American	·12	·20								
Danish	·91	·62								
Hamburgh	..	..								
Spanish	..	..								
Bremen	..	..								

The following Table shows the relative increase or decrease per cent. of the ships and tonnage for the year 1859, compared with the ten years preceding the war.

Nationality.	Increase.		Decrease.	
	Ships.	Tons.	Ships.	Tons.
British..	..	..	4·15	3·80
Greek	·70	·48	..	..
Turkish	6·61	·18	..	..
Russian	..	..	9·17	9·16
Sardinian	2·05	6·64	..	..
Ionian	1·09	1·27	..	..
French	..	..	1·54	1·03
Norwegian & Swedish.	1·81	2·18	..	..
Neapolitan	·49	..	..	·30
Austrian	..	..	4.82	4·76
Mecklenburgh ..	1·81	1·77	..	..
Tuscan..	2·12	2·65	..	..
Prussian	·78	1·78	..	..
Moldavian & Wallachian	1·69	1·42	..	..
Samos				
Servian				
Roman..				
Dutch	·38	·68	..	..
Hanoverian				
Belgian				
American				
Danish..				
Hamburgh				
Spanish				
Bremen				

By which it will be seen that Russian vessels have suffered a great diminution in both ships and tonnage, which may be accounted for by the war of 1854, 1855, and 1856, when so many of their craft were taken or destroyed; but the year 1859 shows a decided improvement on the other years, and no doubt the numbers will continue to augment during the next year. British shipping shows an unaccountable decrease of about four per cent. in both vessels and tonnage for the three years 1857, 1858, and 1859, and for the year 1859 alone, when compared with the ten years preceding the war; but probably this decrease may be accounted for by staticians in England, notwithstanding the yearly addition to the vessels and tonnage of Great Britain. Austrian vessels show for the three years a decrease of nearly 1 per cent. in ships, and an increase of one and-a-half per cent in tonnage, and for the year 1859, a decrease of 4·82 in ships, and 4·76 in tonnage; but this is easily accounted for by the war in Italy, without which, the per centage of Austrian vessels would no doubt have shown a considerable increase, judging by the results of the three years. The number of French vessels visiting these parts has diminished since the war in a greater ratio than the British. The Greek vessels exhibit a slight increase of both vessels and tonnage. Turkish vessels show a large increase on the per centage; while there is no increase of tonnage, but this may be accounted for by *all* the Turkish vessels having been included in the returns for the last three years, while, *probably*, during the ten years preceding the war the small craft were not included, as many of them are of less than 20 tons burthen. Ionian vessels show a steady increase in both vessels and tonnage. The increase or decrease of Neapolitan vessels appears to have been slight. All the vessels of other nations exhibit a steady increase in both vessels and tonnage, both during the three years 1857, 1858, and 1859, and during the year 1859 alone, compared with the ten years preceding the war. American vessels were seen in these waters for the first time in 1858, when two arrived in ballast for the Azoff, and during the year 1859, two more arrived with cargoes of railway iron for Genitchi; but after discharging their cargoes they proceeded to the Danube to load.

The annual average total number of vessels of all nations that arrived at Kertch during the ten years from 1844 to 1853 was 1,812, with an average annual tonnage of 194,617; therefore the increase of both vessels and tonnage since the war has been very great; while the increase of the present year compared with 1857 and 1858, shows that the trade of the Azoff during the present season has been very active, notwithstanding the high price of grain that has reigned throughout the year.

At the opening of the season freights from the Azoff were unusually low, but in a short time the news of the breaking out of the war between France and Austria caused speculation to run wild, and in the course of a few days freights at Taganrog rose to nearly double; at the conclusion of hostilities they fell as suddenly, but there were then a great many chartered vessels on hand, at high rates of freight, that had been chartered in expectation of the continuance of hostilities; at the close of the season, 40*s.* per ton tallow, to the United Kingdom, could only be obtained at Taganrog. More information on the subject of freights will no doubt be furnished from Taganrog and Berdiansk, where the greater part of the vessels were loaded.

The Russian Company of Steam Navigation and Trade has caused the following lines of communication to converge at Kertch: from Odessa to Trebizond, calling at the ports of the Crimea and the Caucasus bi-monthly, arriving at Kertch from Odessa on alternate Mondays, and from Trebizond on alternate Sundays, the two boats meeting at Kertch, and leaving for both Odessa and Trebizond on alternate Tuesdays; between Constantinople and Taganrog bi-monthly, arriving at Kertch from Constantinople on alternate Mondays, and from Taganrog on alternate Sundays, the boats meeting at Kertch and leaving for Constantinople and Taganrog on alternate Tuesdays (this line was commenced in July); from Odessa to Kertch, returning to Odessa bi-monthly, arriving at Kertch from Odessa, calling at the ports of the Crimea on alternate Sundays, and returning on Tuesdays; an extra bi-monthly steamer from Odessa to Kertch during the summer months, calling only at Sevastopol, and Yalta, arriving at Kertch on alternate Mondays, and leaving the same day, performing the voyage in about 36 hours, this boat arrived the same week as the Trebizond, Odessa, Constantinople, and Taganrog boats; between Taganrog and Kertch weekly, calling at all the ports in the Azoff, and arriving at Kertch every Sunday, and leaving for Taganrog on Monday; and a regular steam communication with Taman three times a week. Thus Kertch has become the centre of the network of communication between the different ports of the Black Sea and Sea of Azoff, for which its central position between the two seas admirably adapts it.

Although the service of the different lines of steamers has been performed with tolerable accuracy, excepting when prevented by bad weather, yet the want of proper care in transshipping, conveying, and delivering goods, has been bitterly complained of by many persons who have sent their property by these steamers; as frequently light and fragile articles are placed beneath heavy casks, and of course suffer, while the agents of the company generally make a note in the bill of lading, that the packages are insecure, and that they are not to be held responsible for any damage the contents may suffer; and as there is no competition, the company is not forced to use any extraordinary endeavours to secure patronage; besides the mileage paid by the goverment is amply sufficient to secure a good dividend, even if the passenger and goods traffic does not pay the working expenses, which it does not appear to have done for the year 1858, as according to the published report of the company it appears that the enormous sum of 1,080,573 roubles 49 copecks was received from the Government as mileage, while the amount paid to the shareholders as dividend, at the rate of 7 per cent. was only 222,717 roubles 50 copecks, which shows a balance of 857,856 roubles 44 copecks as a clear loss on the working expenses above the amount earnt by the conveyance of goods and passengers. The sum actually received by the company for the conveyance of goods and passengers during the year appears to have been 746,305 roubles, and the working expenses are set down at 1,532,303 roubles, which shows a clear deficit of 785,998 roubles, and the difference is made up in both the debit and credit accounts by rents of buildings, commissions, depreciations, and other items.

An important article of the coasting trade is salt, which is produced in large quantities at the different lakes in the neighbourhood of Kertch, of which 2,364,381 poods, or 38,000 tons, were exported, being chiefly shipped for the different ports in the Sea of Azoff, whence it is transported into the interior in bullock-wagons that bring down the grain and other produce for shipment.

The price of labour during the year has been exorbitant, owing to the scarcity of hands; common day-labourers receiving so much as one rouble per day, while skilled labourers, the most in demand, commanded prices that appear almost fabulous; during the summer months three and four roubles a day, with provisions and spirits, were paid for ship-carpenters and caulkers of the most ordinary kind; blacksmiths, masons, &c., were paid at an equal rate; while all kinds of provisions are higher in price than in England, with the single exception of butcher's meat, which may be considered as cheap.

Ever since the termination of the war there has been an absence of specie that is almost unaccountable, and this has gone on increasing every year till the last, when it reached its culminating point, as specie of all kinds rose as high as 10 and 12 per cent. premium, and even small paper notes were of extreme rarity; this state of things appears to have extended more or less throughout the empire, and unless some steps are taken to relieve the pressure, the consequences will be serious, as much suffering is entailed on the poorer classes by the difficulty of making small purchases; and it is ruin to the class who supply the bazaars and markets, as they are either obliged to convey their produce back or sell it upon credit.

This, were it a local peculiarity, might be accounted for by the number of Circassians that have left the country during the year, as they have invariably changed their money into specie, paying a very high rate of *agio*; but this cause disappears when it is known that the same state of things exists throughout the country, and it has been accounted for by the number of Russian travellers that are abroad, which is estimated at 60,000, according to official documents; and as these travellers belong chiefly to the upper classes, they naturally spend considerable sums of money abroad for which no return is made to the country, and which sum has to be remitted in specie; each person travelling is estimated to spend at the least 1,000 roubles, which would give 60,000,000 of roubles that would have to be remitted in specie; while on the other hand the number of travellers of other nations in Russia, that might be set off against the above numbers, is infinitesimal; therefore the whole of the above sum may be placed to the balance against Russia. It is impossible to ascertain at Kertch whether this theory is correct or not; but it is a suggestion that might be pursued further, and to which might be added the large purchases of steam-vessels, railway iron, and machinery that have been made abroad since the war; and it may also be taken into consideration that the Russian mercantile navy suffered immensely during the war, and is now being replaced by purchases made abroad.

The navigation of the Azoff was open about the middle of April, and closed about the middle of November, which is about the average duration; this applies more especially to Taganrog, as Berdiansk is frequently clear of ice before that port, while it generally remains open much later in the season.

The system of pilotage through the Straits of Yenikalé is very imperfect, and loudly calls for some redress; and although representations have been frequently made to the local authorities, as well as to the Imperial Government, through Her Majesty's Minister at St. Petersburg, nothing has been done; according to existing rules every vessel passing into the Sea of Azoff is compelled to pay, with other port dues, eight roubles, for which sum she becomes entitled to a pilot each way; these pilots form with their families a small colony of Greeks at the village of Yenikalé. After the vessel has obtained pratique, and is about to proceed to the Azoff, upon a signal hoisted, a pilot ought to board her and take her safely through the straits; but this is done in very few instances, as the pilots, sure of receiving their money at the hands of the Government, are perfectly indifferent to the performance of their duties, and unless the shipmaster sends a boat on shore for a pilot, with a promise of an extra reward, he stands very little chance of getting one; the same may be said of vessels proceeding from the Sea of Azoff with cargoes, which are generally obliged either to pass the Straits without pilots, or pay an extra fee for one.

At Kertch, properly speaking, there is no rate of exchange, the amount of business done not being sufficient to create a money market; but affairs are chiefly done according to the rate of exchange at Odessa, whence bills are obtained for remittance. The rate has been remarkably high during the year 1859, having reached at one time upwards of 7 roubles per pound sterling, while the average for the year has been about 6 roubles 80 copecks per pound sterling; the returns of imports and exports are calculated at the rate of 6 roubles 60 copecks per pound.

The two American vessels mentioned above were of a peculiar description, well adapted to the navigation of the shallow waters of the Sea of Azoff, they were of a light draft of water compared to their tonnage, and provided with centre boards or moveable keels like the vessels employed on the North American lakes, where these two were constructed. They were examined with much interest by several persons at Kertch, who were unanimous that vessels of that kind would succeed in these waters; and there is some idea of forming a company to build or purchase vessels of this class for the purpose of navigating the Azoff and the Danube, as they offer great advantages to shippers from being able to receive their cargoes much nearer Taganrog than is the case with ordinary vessels, and to pass the Straits of Yenikalé without lightening, thus ensuring a quicker despatch and less risk; while the vessels themselves being fast sailers, would be able to make the voyage hence to the United Kingdom in less time than other vessels, which would ensure a larger amount of profit to the owners.

Report by Mr. Eldridge, British Consul at Kertch, on the Trade of that Port during the year 1860.

During the year 1860 the trade of the port of Kertch offers few remarkable features. The total number of vessels that have entered the port of Kertch for the purpose of receiving pratique has been 1,478, with a tonnage of 356,402 tons, which is considerably less than for the year 1859. Of these vessels, 256 were returned with cargo, though many of them (at least one half) only carried a little merchandize in addition to their ballast. Of the 1,478 vessels that arrived, 185 only entered at the Custom-house of Kertch, bringing cargoes to the value of 14,121*l.* 7*s.* 9*d.*, according to the values declared at the Custom-house; but these values are considerably below the real cost of the merchandise, as it is usual to make declarations of prices at the Custom-house at a far lower valuation than the goods are actually worth. 133 vessels cleared from the Custom-house of Kertch; but they were chiefly Russian and Turkish vessels engaged in the conveyance of Tartars and Circassians, of whom 40,583 left for the different Turkish ports, according to the Custom-house returns, though I have reason to believe that a considerably greater number left than mentioned above. There are no means of ascertaining the relative numbers of Tartars and Circassians, though I should conjecture that one-third at least consisted of the former people. These 40,000 emigrants were conveyed in 68 vessels, of which 35 were Turkish, and the remainder (with the exception of six) were under the Russian flag. The price paid for passage varied from 4 roubles to 6 roubles per head the passengers providing their own provisions. The latter price was only given for steamers which were in great demand, owing to the many accidents that happened to sailing vessels engaged in this traffic during the year 1859. This is likely now to become a permanent trade, as it seems evident that the whole Mussulman population of Russia are determined to emigrate to the land of Islammis.

The quantity of coals imported during the season of 1860 has been less than during the year 1859, although the price of the anthracite coal from the Don has been very high; the whole quantity for 1860 has been 3,615 tons against 5,122 tons imported during the year 1859.

The exports exhibit a large increase in value over those of 1859, though this increase is more apparent than real, as the greater part of the articles returned were brought down from Azoff ports for shipment at Kertch. In fact, the export trade of Kertch is confined to fish, caviare, a small quantity of hides and tallow, and a few small articles, as, owing to the scantiness of the population, scarcely grain enough is provided in its vicinity to supply the inhabitants; and this quantity is likely to be still further diminished by the exodus of the Tartars, while every article of general consumption is visibly increasing in price from the same cause, as the cost of labour augments in proportion to its scarcity, and this has its effect upon the prices of everything else. The cost of living has increased at least one-third since the year 1857. and then it was double what it had been before the war.

No important changes have taken place in the arrangements of the Russian Company of Steam Navigation and Trade, whose boats have kept up the communications with the various ports of the Black Sea with tolerable regularity throughout the year.

During the year 1860, the earth works of the railway from Theodosia to Moscow were commenced, though the distance completed was not very great; large contracts have been made for the preparation and conveyance of sleepers to Theodosia from Abkasia and Mingrelia, where the timber is cheap and well adapted for the purpose, chiefly oak and beech. There were many rumours towards the end of the year that the works were to be suspended for a time, owing, it was said, to financial difficulties, while other rumours were current that the line was to be diverted to Sebastopol, which was to be the grand terminus; but it now appears that the works are to be continued, although there is little doubt that an idea really existed of suspending the works, but the difficulty seems now to have been tided over.

Great activity has reigned during the past year in carrying on the fortification of Fort Paul, at the entrance of the straits; and this has given employment to a great number of men, who were brought down from the interior under contracts to work for a certain number of months, besides two regiments of infantry that have also been employed on these works, which are on a very large scale, and it will be some years before they are completed; it is expected they will be impregnable when finished. Considerable obstruction has been caused to the navigation of the straits by piles being driven, and stages erected, in order to examine the bottom, with a view to prepare the foundations of the detached forts, and the mole that is to be constructed to shelter a flotilla of gun boats; as no notice was given of these obstructions, shipmasters met with some difficulty in entering the straits, through meeting with unexpected obstacles in a narrow passage.

During the year 1860, 2,275,634 poods, or 36,704 tons of salt were shipped at Kertch to Russian ports, chiefly to those of the Azoff, whence it is transported to the interior. The quantity of salt obtained from the various salt lakes in the vicinity of Kertch, in the year 1858, was 5,478,026 poods, or 88,355 tons, and for the year 1859, 2,981,825 poods, or 46,096 tons, the greater part of which was exported into the interior through the Azoff ports, or by way of bullock carts. The returns for the year 1860 are not yet prepared.

The scarcity of small money, not only specie but small notes—mentioned in my report for the year 1859—still continues, notwithstanding a base coinage which has been issued during the year 1860; probably the pressure is not so severely felt in the interior as in the towns on the coast.

The fisheries which exist in the straits between Cape Takli and Yenikale have been very successful this season, and the quantity of herrings captured has been far greater than the average: these herrings are of an inferior quality to those caught in the North Seas, but there is a great demand for them in the interior. At Temrouk, in the Azoff, there are extensive fisheries for coarser kinds of fish, that are all salted and dried, and sent into the interior for the use of the common people during the long fasts of the Russo-Greek religion.

The exchange for the year 1860 has been lower than during the year 1859, and the rate employed in preparing the returns has been 6 roubles 40 copecks per pound sterling.

MARIANOPOL.

Report by Mr. Cumberbatch, British Consul at Berdiansk, on the Trade of Marianopol during the year 1860.

The Custom-house of Marianopol being of the third class, there are no importations which have not been entered at other Custom-houses.

The British and foreign vessels loaded from this port are as follows:—

	Vessels.	Tons.	Value.
			£
British	11	3,244	41,997
Foreign and Ionian ..	159	50,792	570,141
Total	170	54,036	612,138

The number of vessels are the same as last year; but the tonnage exceeds that of last year by 4,317 tons, some of the vessels being of 400 or 500 tons each.

The increase of value of the cargoes is also attributable to the high prices of corn, the difference amounting to 184,842*l*.

The gross amount of grain, &c., exported by these vessels was as follows, viz.:—

	British.	Foreign and Ionian.	Total.
	Qrs.	Qrs.	Qrs.
Wheat	15,006	226,984	241,990
Linseed	4,424	29,645	34,069
Rapeseed	539	5,713	6,252
Total	19,969	262,342	282,311

Although the crops promised very favourably in the month of May, yet the ravages committed by locusts and weevil caused a great falling-off in the result of the harvest. The district of Marianopol suffered considerably from heavy rains when the grain was nearly ready to cut; the hay crop was considerably above the average.

The mouth of the Kalmius was closed this year to large lighters, causing an additional expense of two per cent. to shippers.

The navigation and trade for the last five years has been as follows:—

	Vessels.	Tons.	Value.		
			£	s.	d.
1856	193	60,050	555,471	0	0
1857	97	30,006	226,444	0	0
1858	127	41,696	354,529	7	0
1859	175	51,137	427,286	0	0
1860	170	54,036	612,138	0	0

Vessels entered during 1860.

	Vessels.	Tons.
British..	11	3,244
Austrian	43	16,928
Belgian	1	454
Brazilian	1	286
French..	1	292
Greek	14	4,689
Ionian	2	1,018
Mecklenburgh ..	2	436
Neapolitan	2	665
Norwegian	1	400
Prussian	1	274
Roman States.. ..	1	227
Russian	11	3,523
Sardinian	74	19,830
Swedish	2	646
Tuscan..	3	1,124
Total	170	54,036

Most of these vessels were bound to ports in the Mediterranean.

The rate of exchange at which the trade returns have been calculated is the average for the year, viz.: 669 roubles per pound sterling.

Export average Prices.

		Rs.	Cop.		£	s.	d.
Wheat ..	tchwt.	9	0	..	1	15	10
Linseed ..	,,	9	70	..	1	18	8
Rapeseed ..	,,	4	0	..	0	15	11

POLAND.

Report by Lieut.-Colonel Simmons, R.E., C.B., of the Commerce of the Kingdom of Poland for the years 1858 and 1859.

Of the two principal Custom-houses, Warsaw and Nieszawa, the former, in consequence of its being the terminus of the railroad communicating with the Prussian and Austrian systems of railroads, has become the chief *entrepôt* for goods imported abroad, its importance in this respect increasing every year. The entries at Warsaw alone comprise nearly one-third of the total import trade of the country, according to these returns.

Nieszawa, being the point at which the Vistula leaves the kingdom of Poland and enters Prussia, is the chief station through which the export trade is conducted, nearly one-half of the whole export trade having passed through this station.

The only exports of any consequence are agricultural products, comprising grain, timber, wool, pigs, leather, and hides.

The value of these articles alone exported in the year 1858 amounted to 1,557,977*l.*, out of 1,710,762*l.*, or 91 per cent. of the total export trade of the country.

In 1859 the value of these articles amounted to 1,641,784*l.*, out of a total of 1,841,900*l.*, or nearly 89 per cent. of the total exports.

Of these articles the quantity of wheat in 1858 was 301,145 quarters, value 533,658*l.*, or 35*s.* 5*d.* per quarter; in 1859, 197,225 quarters, value 341,079*l.*, or 34*s.* 7*d.* per quarter.

The average value is not dependent on the supply in the country, but on the price current in foreign markets, especially England, for which about two-thirds of the whole quantity exported is destined. This quantity is influenced in great measure by the condition of the river Vistula, the bed of which being sandy varies continually; and in consequence of the lowness of the water in 1859 was exceedingly difficult of navigation.

The same was the case in 1857, when the export of wheat was only 175,699 quarters. The great increase in the exports of 1858 is to be attributed to the large surplus of the preceding year, which was shut up in the country from this cause; and for the same reason it is believed that a considerable portion of the wheat of 1859 is in the country, and only awaits a favourable condition of the river to be exported. The great quantity of snow which has fallen during the winter will probably enable this grain to be exported early this season. Of the other products it is difficult to ascertain what quantity is for the market of Great Britain. It is probable, however, that three-fourths of the timber, one-fourth of the wool, and nearly all the bristles, find their final sale in England, through the agency of houses at Dantzic or Hamburgh.

All the spelter raised in Poland is sent to England, being a monopoly in the hands of the Bank of Poland, which possesses a rolling-mill in London, to which it is all consigned.

From the last published reports of the Bank it appears that the capital invested in this mill in London is about fifty thousand pounds; that in the course of the year 1857-8 2,115 tons were worked up at a profit of about 1,200*l.*, not including any return for the capital invested, as the quantity of spelter exported from Poland, according to the official returns, has not for many years reached 1,000 tons; it would appear that the operations of the Bank of Poland at its London spelter-works are not limited to working up the metal raised from the mines in Poland, of which it has the monopoly, but that the Bank of Poland are in fact merchants as well as manufacturers of this article in London.

The value of the total imports declared at the various Custom-houses of the kingdom were, in 1858, 1,837,204*l.*; and in 1859, 2,189,975*l.*

The duties levied upon these articles, in 1858, were 291,669*l.*, or about 16 per cent. *ad valorem;* and in 1859, 335,859, or about 15⅓ per cent. *ad valorem.*

It appears also from the returns that the very great impulse given to the trade of Russia by her land European frontier in consequence of the Crimean war, which augmented the import trade from 9 millions of roubles in 1854 to 15½ millions in 1855, has continued, the imports for 1859 being upwards of 14¼ millions of roubles.

The following are the values of the imports declared at the Custom-house at Warsaw for the last five years:—

	Roubles.
1855	2,883,165
1856	5,502,596
1857	5,316,486
1858	3,838,660
1859	3,725,324

With reference to this subject, it is to be observed that these Government statistics are directly opposed to the facts as given by the experience of traders. It is well known that in consequence of the increasing facilities of railway communication, and the greater difficulties of importing by the Vistula, caused by the neglected state of that river, Warsaw is absorbing more of the import trade of Poland each year, and that the value of the imports ought to show a regular and steady increase; the system of contraband trade, however, has received such a stimulus from the high duties levied, and the connivance of the Custom-house officials, and has acquired such dimensions, that the returns of the import trade do not give any criterion at all of the commercial transactions of the country. In consequence of the greater facilities for smuggling by the land, as compared with the sea frontier of Russia, a great portion of the south of Russia receives foreign manufactured goods through Poland, extensive sales being made at the great fairs of Kief, Kharhow, &c., of goods furnished from Warsaw. On this subject a statement lately made to me by a respectable agent for the sale of British manufactured goods appears deserving of attention

This agent observes that for the last year there is a total stagnation in the sale of English calicoes. The reason is not to be sought for in a diminished consumption, nor in the competition of Russian manufactures; the source of the evil is in the enormous contraband of Berlin calicoes imported by the Polish frontier. It is impossible, he observes, to smuggle British goods through the frontier, because on leaving the "Zollverein" they must pass by the Custom station indicated in the transit ticket (Begleitschein), whereas Berlin goods, having to go through no Custom station, are free to pass everywhere. Persons are therefore obliged to purchase Berlin goods at the principal *entrepôts* at Warsaw, where, owing to these fraudulent proceedings, they are at least 25 per cent. cheaper than English goods, which, if the duty (about 2*s.* a pound) were paid upon both, would be 12 per cent. cheaper than the Berlin goods.

So great is this contraband trade that the Berlin goods are sold from 35 to 40 per cent. below the price of the same goods imported through the Custom-house.

The demand for cottons and cheap woollen goods is increasing greatly; but in consequence of this contraband trade British goods are being excluded from this market.

The only remedy would appear to be such a diminution of duty as would enable the British producer to compete with the contraband trader; such a measure would benefit the Russian Government without in any degree diminishing the supposed protection afforded to Russian manufacturers who are at present undersold by the contraband trader. A diminution from 65 copecks per Russian pound to 25 or 30 copecks would probably have this desired effect.

The return of the article of machinery, upon which no duty is levied, may be tolerably accurate; it shows a considerable increase, although the amount imported is still very small. It is supplied in part from England, through a house established in Poland, anterior to the adoption of the Russian customs' tariff, and in part from Prussia and Belgium.

It is without doubt due to the establishment of this single English house that English-made machinery is enabled to compete with other foreign manufactures. It is to be expected that the privileges secured to British subjects by the commercial treaty of January, 1859, may have the effect of inducing some British merchants to extend their operations by opening a direct trade with Poland and the adjoining parts of Russia through Warsaw; without which, British manufacturers will never succeed in finding a ready sale in a great part of the interior of Russia.

Sugar has ceased altogether to be an article of import, and is largely manufactured in Poland from beetroot, not only supplying the home demand, but finding a large market in Russia.

As bearing upon the agricultural products of the country, it may be interesting to observe that the total insurance paid by the proprietors against the murrain (pestis bovum) is about 50,000*l.* per annum upon 2,016,925 head of horned cattle; and the amounts paid therefrom as indemnity for animals destroyed was in 1856, 86,000*l.*; in 1857, 14,000*l.*; and in 1858, 7,500*l.* By the edicts issued with a view to prevent the extension of this disease, every proprietor of cattle is compelled to insure his stock, and becomes entitled to an indemnity for all diseased cattle, which by this law he is compelled to destroy immediately upon the appearance of the first symptoms of disease. These figures show the success which has attended the efforts of Government in the almost total suppression of the disease. In the year 1859 the destruction of cattle has been even less than in 1858.

The conversions from currency into sterling have been made at the rate of 6 roubles 40 copecks per pound. The rate of exchange for the year 1858, averaged 6 roubles 66 copecks; and for the year 1859, 6 roubles 80 copecks. As 6 roubles 40 copecks represent the relative exchange of the specie of the two countries, the difference between that and the exchange above quoted represents the depreciation in value of the State paper in which the exchange is always quoted. No authentic price-current is published in Poland.

RIGA AND THE BALTIC PROVINCES.

Report by Mr. Johnson, late British Consul at Riga, on the Trade of that Port, and of the Baltic Provinces for the year 1859.

THE prices of Russian produce in England and on the continent having been very low, in many cases not even equivalent to the prices on board at the exporting ports, very little encouragement was felt at this port, where, from different circumstances, trade was under depressing influence.

The effects of the commercial crisis of 1857 and 1858 were still felt in the earlier part of the year, and the timidity caused by them was increased by the events passing on the continent, and the uncertainty as to their duration and issue.

The harvest of the preceding (*i.e.* 1858) year had been a poor one for flax, hemp, and linseed.

Altogether the business of the place was looked upon as much depressed, and freights fell lower than they had been known for years.

The returns of the export trade show, however, an increase of 10 per cent. over that of the year 1858, which is rather more than the average yearly increase, taking the variations in price into consideration.

This question is of more than usual interest, as regards Riga, because it involves no less than an apparent alternative between the continued existence of the port in increasing wealth and importance on the one hand, and on the other a gradual decline and ultimate cession of the place it occupies in favour of the port of Libau; nor can it by any means be said that all competent persons are agreed as to the probable eventual solution of the problem.

A fact which seems to weigh rather against Riga is the rapid increase, of late years, of the costs of living in the port. House rent has increased 30 to 40 per cent. in three or four years. The necessaries of life have increased similarly in that time, and have *doubled in ten years.* Labour has risen in price in consequence, and in proportion with these.

The merchants in committee have, partly in consideration of these circumstances, voted an increase of the charges on shipping and merchandise.

These facts, contrary as some of them are to the now European spirit of moderation in charges and costs, certainly have the appearance of a retrograding tendency.

Libau, on the other hand, has a superior harbour, and is nearer the home ports; at present it is, however, far beneath any comparison with Riga as a market, and it can only be after the railway now in progress shall have been some time in use, that any very correct idea can be formed as to the ultimate course that the tide of commerce may follow.

The harvest of 1859 was a very abundant one, and the prices were on the decline during the winter months, in which the principal purchases are made here, as also the engagements, for the most part for the ensuing shipping season. Since the opening of the navigation, however, prices have risen considerably, and it may be feared that heavy losses will have been sustained.

The following is a statement of the gross value of the exportations of late years, in which, however, it must be observed the values are given according to the prices in the respective years:—

Destination.	Last Average before the War.	1858.	1859.
	£	£	£
Great Britain	1,136,582	1,888,186	1,914,372
Other Countries.	1,117,417	1,566,325	1,823,991
Total	2,253,999	3,454,506	3,738,363
Per centage to—			
Great Britain	50·5	54·6	51·2
Other Countries	49. 5	45·4	48·8

It may not be considered irrelevant if I state an occurrence of a serious nature by which private interests here have been heavily effected. I believe the system of credit followed in this place is pretty generally known in commercial circles in England: in the autumn and winter Russians come down to Riga from different parts of the country, and in a word sell to the merchants here (the price to be paid partly in advance) goods which they have not yet bought themselves; and concerning the real price of which they have no positive knowledge, they have made their estimates and undertake to deliver goods at prices fixed in consequence. Last winter a great number of these factors failed in procuring the merchandise they had undertaken to deliver, so that on the arrival of the barks in the spring, the merchants here were many of them left without the expected means of fulfilling their engagements with outports. Unfortunately the ill did not limit itself to this, but many of these Russian agents failed to reimburse the sums they had received on account, as before-stated. So that not only several houses bound themselves to make deliveries in England and elsewhere, at prices which are actually below what they can be procured for here but they have also to support considerable losses in cash; the losses thus occasioned in this place, amount to nearly 100,000*l.*

The prices of the principal articles of exportation since the beginning of the season stand as follows:—

Articles.		Average Prices.					
		Lowest.			Highest.		
		£	*s.*	*d.*	£	*s.*	*d.*
Flax, 1st sort	ton	43	7	2	55	8	4
„ 2nd sort	„	35	1	4	42	6	0
„ 3rd sort..	„	28	4	6	52	16	5
Hemp	„	21	8	1	30	4	7
Linseed, Sowing	barrel	1	3	7	1	6	8
„ Crushing	Impl. qr.	1	16	9	2	3	2
Rye	„	1	7	7	1	8	2
Oats	„	0	18	1	0	18	8
Tallow..	ton	57	7	4	57	7	4

Freights to England: oats, 3*s.* 4*d.* per quarter; hemp, 47*s.* 6*d.* to 50*s.* per ton, West Coast: linseed, 3*s.* 10*d.* per quarter, East Coast. In these prices the shipping charges are a heavy item, as I explained in my former report.

It may be presumed that the exportation trade will be very large this year, unusually large supplies having arrived hitherto from the country.

RETURN of the Exports at the Port of Riga in the Year 1859.

Names of Articles.	To Great Britain.		To France.		To Belgium.		To Portugal.		To Denmark.		To Sweden & Norway.		To Holland.		To Spain.		To Divers.		TOTAL.			
	Quantity.	Value.	Quantity	Value.	Quantity	Value.	Quantity	Value.	Quantity	Value.	Quantity.	Value.	Quantity	Value.	Quantity	Value.	Quantity	Value.	Quantity.		Value.	
		Silv. Rbls.		Silv. Rbls.		Silv. Rbls.		Silv.Rbls		Silv.Rbls		Silv. Rbls.		Silv. Rbls.		Silv.Rbls		Silv. Rbls.			Silver Rbls.	£
Flax ... ...poods	1,104,125	6,403,954	178,762	1,036,808	125,020	725,116	42,004	235,047	24,470	141,926	8,755	50,800	3,197	18,560	1,989	20,815	39,416	228,636	1,527,738 =	24,250 tons.	8,861,662 =	1,292,326
Flax Tows ... ... ,,	40,911	94,093	...	...	...	...	...	...	106	250	199	275	...	...	...	...	70	160	41,206	654 ,,	94,778	13,822
Hemp ... ... ,,	875,268	2,625,810	128,828	386,490	9,490	28,470	34,168	97,010	75,231	225,690	174,048	522,150	73,115	219,360	...	...	182,256	546,780	1,552,404	24,641 ,,	4,651,760	678,382
Hemp Tows ... ... ,,	5,570	12,254	4,970	10,934	...	...	800	1,760	6,297	13,860	1,770	3,894	3,246	7,150	...	...	3,130	6,886	25,783	409 ,,	56,738	8,274
Wheat ... ... tchetwerts	2,082	18,200	3,478	30,380	...	...	...	...	...	...	...	...	...	...	...	...	8	70	5,568	4,009 imp.qrs.	48,650	7,095
Rye ... ... ,,	...	...	...	...	1,590	9,000	...	...	2,936	16,470	9,388	52,530	59,877	336,780	...	...	21	100	73,812	52,407 ,,	414,880	60,509
Barley ... ... ,,	21,401	120,420	...	...	2,540	14,310	...	...	...	...	...	...	89,854	505,440	...	...	...	...	113,795	81,932 ,,	640,170	93,358
Oats ... ... ,,	306,735	1,226,960	25,788	103,120	17,518	70,080	...	...	4,358	17,460	...	...	70,263	281,040	...	...	80,219	320,880	504,881	353,417 ,,	2,019,540	294,516
Linseed, crushing ... ,,	104,378	1,043,780	1,723	17,230	13,354	133,540	4	40	2,765	27,650	636	6,360	53,572	535,720	...	...	485	4,850	176,917	27,741 ,,	1,769,170	258,004
,, sowing ... barrels	48,868	439,812	29,635	266,715	60,181	541,629	...	...	408	3,670	591	5,319	12,609	113,480	10	200	46,173	415,557	198,475	198,475 barrels.	1,786,282	260,499
Hemp Seed ... ... tchetwerts	2,951	17,706	75	450	1,373	8,238	...	...	...	...	138	828	3,710	22,260	...	...	210	1,260	8,457	6,005 imp.qrs.	50,742	7,400
Tallow ... ...poods	4,733	28,380	...	...	...	...	90	600	122	720	6,952	41,700	...	...	...	...	1,631	9,780	13,534	215 tons.	81,180	11,839
Tobacco ... ... ,,	...	...	...	...	26,921	61,926	...	...	11,309	26,000	59	125	...	...	...	...	6,557	15,088	44,846	712 ,,	103,139	15,041
Hemp Oil ... ... ,,	...	...	...	...	...	...	...	...	3,968	15,800	6,724	26,880	...	...	...	...	6,219	24,880	16,911	268 ,,	67,560	9,852
Timber, round ... ...pieces	3,090		94		4		143		25				1,435		86		97		4,945	4,945 pieces		
,, square ... ... ,,	27,292	554,200	12,378	240,572	30,055	117,082	...	14,750	71	8,376			38,531	341,280	815	46,125	645	361,268	109,787	109,787 ,,	1,684,553	215,664
Planks and Deals ... ... ,,	320,000		70,462		30,924		4,068		1,000		...	...	175,203		28,873		249041		879,579	879,579 ,,		
Logs ... ... ,,	7,100		30		...		...		2				73		...		...		7,205	7,205 ,,		
Vat and Pipe Staves ... ... ,,	5,168		71,691		13,548		5,143		1,795				1,645		...		1,160		100,150	100,150 ,,		
Divers	...	541,559	...	516,460	...	912,759	...	...	...	256,018	...	196,949	...	449,716	...	13,661	...	416,571	...	...	3,303,693	481,783
Total Value	...	13,127,128	...	2,609,159	...	2,623,050	...	349,207	...	753,890	...	907,810	...	2,830,786	...	80,701	...	2,352,766	...	...	25,634,497	£3,738,363

RETURN of the Imports at the Port of Riga in the Year 1859.

Countries.	Coffee.	Cotton.			Fruits.	Herrings	Oil.	Indigo and other Colours.	Dye-woods.	Salt.	Sugar.	Tobacco.	Wines and Spirits.	Divers.*	Total.
		Raw.	Thrids and Yarns.	Woollen Thrids and Yarns.											
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Great Britain	6,344	8,166	11,083	12,542	...	1,896	...	9,188	7,146	31,938	584	...	11,520	149,115	249,522
France	692	...	...	1,020	4,229	...	11,520	1,385	219	2,770	...	70	45,938	8,166	76,009
Belgium	...	...	...	...	...	...	...	...	...	...	...	...	...	5,724	5,724
Denmark	...	...	...	...	36	...	...	...	...	...	...	1,932	...	...	1,968
Holland	1,349	...	...	...	...	1,094	...	...	...	...	...	...	1,714	3,062	7,219
Spain	...	...	...	...	584	...	...	...	...	3,500	...	...	1,604	...	5,688
Portugal	...	...	...	...	...	...	...	...	...	31,063	...	...	3,792	1,349	36,204
Sweden and Norway ...	...	...	...	...	...	89,250	...	...	...	...	...	...	...	1,604	90,854
Prussia	...	...	219	1,020	...	...	...	...	...	...	...	...	839	2,688	4,766
Hamburg	7,182	2,770	...	...	912	...	3,427	3,938	1,604	...	...	1,896	1,239	5,396	28,364
Bremen	...	...	...	...	...	...	...	...	...	...	...	12,104	...	70	12,174
Lubeck	1,604	6,855	4,156	3,828	1,094	...	1,203	1,130	3,500	...	...	1,158	2,806	3,318	30,952
America	...	12,870	...	...	...	...	...	...	...	...	...	6,854	...	1,276	21,000
Divers...	...	...	...	...	6,344	...	292	...	...	...	...	...	...	1,349	7,985
Total	17,171	30,661	15,458	18,410	13,199	92,240	16,442	15,641	12,469	69,271	584	24,314	69,452	183,117	573,429

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* Consisting of Machinery, Rails, &c., and General Merchandize.

The total value of the imports from Great Britain this year must be taken as unusual, because the sum of about 90,000*l.* represents the importation of railway iron and machinery, which, it may be supposed, will for the most part cease when the railway is completed; the remaining 59,000*l.* under the head of divers goods, is the value of glass and earthenwares of various kinds and qualities, and hardware, for all of which England and Germany are in active competition; it is not possible to state accurately the value of the articles imported from Germany, by far the greater part coming in over-land: besides these articles, cheese, preserved provisions, and vegetables are included in the amount.

The importation of tea by sea, prohibited very lately, is now allowed; this may diminish the price of the article, which is like most kinds of ultramarine produce, very exorbitant at Riga, the lowest price being 8*s.* per English pound; the higest price is difficult to state, as it is often a matter of fancy; the better kinds of tea, however, cost from 5 to 10 roubles, or from 15*s.* to 30*s.*, the pound.

TAGANROG.

Report by Mr. Carruthers, British Consul at Taganrog, on the Trade of that Place during the year 1859.

On casting a retrospective glance over the last twelve months, a movement is perceptible here towards improved and accelerated means of communication with foreign countries and with the interior of Russia. Although this advantage is restricted to conveyance by water, the step is nevertheless in a right direction, and cannot fail to prove ultimately of much commercial benefit. But if, on one hand, cause for congratulation appears evident, there are drawbacks, on the other, which partly neutralize the anticipated good results. Thus, although the Russian Commercial Steam Navigation Company has organised a direct line of boats to run between Constantinople and this place, no visible progress in their better management has been made. The inconvenience to which passengers are still subjected in their embarkation and landing from those steamers at this place exceeds anything that can well be imagined: a total absence of care as regards the merchandise and effects shipped is a no less serious grievance; whilst the irregularity in deliveries, and a routine of onerous formalities, provoke feelings of indignation among mercantile classes.

The Don and Volga Steamboat Company is now working to connect by rail those two rivers; some steamers even are already appointed to convey passengers and goods and to tow barks between the station of Kalatch and Rostoff. The said company has likewise undertaken to deepen shoals, and remove other serious obstacles impeding the navigation of the Don; and, moreover, contracted to free the mouth of that river of the bars that obstruct its entrance from the Sea of Azoff. For these services certain privileges are granted, besides the levy of a tax of three-eighths per cent. on the value of all merchandise that shall pass either down or up the stream. Some years must necessarily elapse before the undertaking in question will be completed; but it cannot fail, when efficiently carried out, to become of immense advantage to this portion of empire.

If, however, the government has evinced a wise discretion in giving support to that important enterprise, whereby produce will more readily be conveyed from remote productive regions to this port at a comparatively small cost; so much greater is the astonishment of all conversant with the subject that the main and natural outlet for such produce should, either designedly or through negligence, be annually rendered less available by the illicit discharge of ballast in this roadstead, which if not checked must, at no distant period, make the Azoff unnavigable for shipping. The landing of ballast on shore here, in conformity with established regulations, is next to impossible; but other effective measures in furtherance of that object might readily be adopted; independent of which the mercantile community of Taganrog has proposed to take the affair in hand and provide a necessary remedy, yet no means to stay the evil are employed. The only proposal that appears to have met with favour at St. Petersburg is one which if acted on would in its effects make the Azoff a closed sea, and necessitate the transport hence, by lighters to Kertch, of all produce destined for shipment abroad. Such a measure would, however, have a most prejudicial effect on foreign commerce, and eventually divert the trade into other channels.

During the preceding twelve months stupendous, well constructed works have been erected here by the Russian Provision Company for the preparation of flour and ship-biscuit for exportation: an extensive branch establishment has likewise been formed, at Rostoff on the Don, for making salted and preserved provisions. This latter is already in action. The large amount of capital disbursed in buildings, machinery, &c., and the wide and expensive scale on which arrangements generally are laid out, render it very doubtful whether those establishments can be worked to advantage. Appearances would warrant the assumption that failure will ensue, owing principally to the unwieldy proportions in which the original plan was devised.

After urgent representations made to the authorities and much delay, a telegraphic wire has been brought from the Perekop station to this place, and carried onward to Rostoff, whence it will be taken to Tcherkask, the Don Cossack capital, and eventually thence across the Caucasian territory to Tiflis. A means thus open of direct communication with the principal markets of Europe cannot fail to essentially benefit our commercial relations; but how much more would they not be promoted by improved postal arrangements and the formation of roads inland? These last-mentioned most needful requirements still appear to be utterly neglected.

In agriculture the same degree of apathy pervades landowners and farmers as heretofore predominant in South Russia. Nothing is attempted to modify the influence of climate, to amend the deficiences of soil, nor to introduce more suitable descriptions of seed. A few steam thrashing-machines are indeed made use of; but no efforts are apparently employed to increase the produce of the land nor to improve the quality of what is grown.

Foreign merchants continue to labour under very onerous restrictions in their trading capacity, as compared with Russian subjects, more especially now that the regulations in that respect are being more rigidly enforced. Our commercial Treaty, signed at St. Petersburg in January last, does not obviate the evil, for although professing in the general context to place British on an equal footing with Russian traders, in reality appears nevertheless to confirm disabilities of the former, by a proviso made in the concluding paragraph of Article I of that Treaty.*

Since my last annual report this trade has shown indications of return to a healthy state, undisturbed by those fitful oscillations, without apparent cause, so prevalent during the last three years. Prices, notwithstanding, have ruled high when compared with those abroad, and business on the aggregate must have proved barely remunerative to merchants here, yet the general scope of operations has been important, and exportations conducted on an extensive scale.

The failure of the last grass crops will prejudicially affect the well being of agriculturists in these environs, having rendered necessary an undue diminution of live stock, in consequence of an insufficiency of fodder for their subsistence over the winter.

In all descriptions of grain the result of the past harvest was unsatisfactory; and although some districts were more favoured than others, the aggregate computed growth in those provinces whence supplies for the Azoff ports are drawn is about one-third under the average. Shortly after the harvest it was assumed that the superior quality of grain produced would in some measure compensate for deficiency in quantity;

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* This has been since partially remedied by an imperial ukase.—(Ed.)

but this is not borne out by facts, as the superior kinds offered for sale are counterbalanced by those of inferior description.

The demand for soft wheat (ghirka) during the season was maintained with much regularity. Early in the year these markets were but sparingly provided. Liberal supplies came forward however in May, which were speedily absorbed for exportation. During the first five months the extreme range of prices for various qualities was from 6 roubles to 8¼ roubles per chetwert, equivalent to from 29*s.* to 38*s.* per quarter, on board. Towards June advices from England and other consuming countries became discouraging, when a decline of from 2*s.* to 3*s.* per quarter took place. Rates again advanced in August, and maintained themselves for good qualities during the fall of the year at from 8¼ to 8½ roubles per chetwert, 38*s.* to 39*s.* per quarter, on board. This description of wheat has only of late years been extensively grown in these parts; the greater portion of that now produced is shipped for British markets, being more appreciated there than elsewhere. Marseilles, however, afforded considerable inducement to shippers in last spring and autumn months: about one-fourth of the quantity exported may have gone to that port.

The hard wheat grown in 1858 was generally of inferior quality; fine descriptions were consequently much sought for throughout the season at comparatively high prices. From January to the end of March the extreme market range was from 6 roubles to 8 roubles per chetwert, 30*s.* to 38*s.* per quarter, on board. In April and May an advance of from 2*s.* to 3*s.* was quoted, which increase was lost during June and July. Since August from 8 roubles to 9¾ roubles per chetwert, or 38*s.* to 45*s.* per quarter, on board, were the current rates. The Italian markets, as usual, have taken nearly all the better qualities, leaving the inferior kinds for Turkey and the Archipelago.

An unusually prolific growth of barley and oats in 1858 threw large quantities on these markets last spring, which were freely taken for exportation; the former at prices varying from 3¼ roubles to 4¼ roubles per chetwert, or 14*s.* to 17*s.* per quarter, on board; the latter at from 2¼ roubles to 3¼ roubles per chetwert, equal to from 12*s.* to 16*s.* per quarter, on board. The extreme higher quotations were, however, paid only during the month of May, under a certain degree of excitement arising from the war in Italy. These articles of produce have attained considerable importance during the last two years; but the crops of 1859 having proved unproductive, and stocks being exhausted, they will cease to be of interest for the coming season.

Linseed enjoyed more favour during the past twelve months among shippers than was justified by demands for markets of consumption. In the first six months of the year 9 roubles to 9½ roubles per chetwert, equivalent to from 37*s.* to 39*s.* per quarter, on board, were currently paid. Since June, up to the close of the navigation, a decline of from 2*s.* to 4*s.* per quarter was established. The last harvest is represented to have given fair average returns; but supplies came forward very sparingly during the fall, and stocks at the Azoff ports do not exceed on the aggregate 50,000 quarters. Ready linseed is not now attainable at less than 38*s.* per quarter on board; but on contract for delivery in May and June from 36*s.* to 37*s.* per quarter, on board, would be accepted.

Tallow.—No stocks of consequence for sale remained over from 1858; and the business transacted in this branch of trade was limited chiefly to the produce of last autumn, which found buyers at from 430 roubles to 460 roubles, 51*l.* to 54*l.* 10*s.*, per ton, free on board. There are still buyers at the lower quotation. The failure of the grass crops, and a scarcity of pasture in the autumn, caused the slaughter of a large portion of the live stock, which circumstance led to the inference that the supply of tallow would be sensibly increased This expectation has only partially been realised, as owing to the lean condition of the cattle and sheep, they rendered much less than for several preceding years, and the exportation next season will probably not be in excess of that shipped in 1859.

Wool.—A few hundred bales of middling-classed merinos were shipped at the cost of about 1*s.* 10*d.* per lb., free on board; but the principal part of fine wools grown in these environs find a more ready sale for Moscow than for exportation. Donskoy was in good request; but business, checked by the high prices, demanded 6½ roubles per pood, equal to 7*d.* per lb., free on board. A stock of 2,000 bales remained over, which is being gradually absorbed for local consumption, at a decline of ¼*d.* to ½*d.* per lb.

Shipping.—British vessels were largely employed in this trade during the past year, owing in some measure to the preference given to neutral flags during hostilities in Italy. In a general way, English ships are not coveted here for wheat cargoes, owing principally to the unnecessary length of time they employ in loading, and the heavy expenses incurred for dunnage. The intemperate habits, and the unaccommodating spirit of some masters, likewise act prejudicially to the general shipping interests. Nothing but the high standing for integrity of British shipmasters prevents their being placed at a disadvantage to those of other nations; and it is to be hoped that shipowners will more closely scrutinize the habits of the individuals to whom they confide the care of their affairs and property. In the early part of last year freights for the United Kingdom were from 50*s.* to 52*s.* 6*d.* per ton of tallow; but in April rates receded to from 42*s.* 6*d.* to 45*s.* A sudden rise took place early in May, when 70*s.* per ton of tallow took place, which rate advanced to 73*s.* towards the last half of June. In the first week of July not more than 60*s.* were given, and from the latter part of that month until the end of August, from 50*s.* to 55*s.* An indifferent harvest and short supplies caused a further depression as the autumn advanced, and from the middle of October to the close of the navigation no more than from 40*s.* to 42*s.* 6*d.* per ton of tallow was obtainable, at which cargoes were with difficulty found. The amount of British and Ionian tonnage employed at this port last year was 306 ships, 75,908 tons, against 845 ships, 193,484 tons, of all other flags; and it may be assumed that of this latter fully one-third are employed in the carrying trade to Great Britain; but as foreign shipmasters destined for the United Kingdom are not called on to take a bill of health, or other document from this consulate, no precise data can be arrived at.

Imports continue to be void of interest to the British trade, as shown by the Table of returns. A few cargoes of machinery and of coals figure for the first time in the import list, but manufactures and colonials are still neglected.

Exchanges.—During the first quarter of 1859 the course for bills on London ranged pretty steadily at from 6 roubles 50 copecks to 6 roubles 70 copecks per pound sterling. From March to July the oscillations were violent and rapid, 7 roubles 40 copecks per pound having been quoted, showing a temporary depreciation in Russian value of 13 per cent. A reaction subsequently took place; and during the last quarter rates were steady, at about 6 roubles 70 copecks, which course may be accepted as the average exchange of the year. Measures are being adopted by the Minister of Finance for maintaining the standard of Russian currency; but so far as hitherto developed the steps taken cannot be considered otherwise than a temporary palliative, not calculated to prove of any permanent advantage.

I take leave to annex a Comparative Statement of the Import and Export Trade, and Movement in Shipping for the last five years.

Exports of Wheat, Linseed, Rapeseed, Tallow, Wool, and Hides from the Azoff Ports, in the Years 1853 to 1859.

Articles of Export.	1853.	1856.	1857.	1858.	1859.
Wheat, tchetwerts—					
Taganrog	1,180,975	1,522,803	1,070,523	894,063	1,411,351
Mariapol	534,241	337,683	108,133	231,176	316,045
Berdiansk	905,670	340,542	203,168	458,117	473,227
Yeisk	..	..	18,896	26,733	11,817
Total	2,620,886	2,201,028	1,400,720	1,610,089	2,212,440
Linseed, tchetwerts—					
Taganrog	430,524	247,658	288,976	301,651	347,940
Mariapol	39,690	17,800	22,421	39,545	34,188
Berdiansk	96,853	92,798	62,539	91,623	71,166
Yeisk	..	..	7,648	11,192	5,427
Total	567,067	358,256	381,584	444,011	458,721
Rape-seed, poods—					
Taganrog	1,878	5,612	..	15,940	998
Mariapol	5,300	3,778	7,714	7,070	9,440
Berdiansk	..	4,074	11,392	10,607	5,521
Yeisk	..	..	1,385	5,083	11,407
Total	7,178	13,464	20,491	47,700	27,366
Tallow, poods—					
Taganrog	108,531	44,228	201,563	342,443	265,182
Mariapol	..	..	..	140	..
Berdiansk	3,240	83,948	132,435	63,912	8,356
Yeisk	..	..	1,890	1,760	60
Total	111,771	128,176	335,383	408,255	273,598
Wool, poods—					
Taganrog	138,530	59,750	207,182	121,733	135,417
Mariapol	850	..	50	..	..
Berdiansk	4,973	5,921	42,752	16,092	3,775
Yeisk	..	..	16,332	16,322	16,256
Total	144,353	65,674	266,336	134,147	155,448
Hides, poods					
Taganrog	..	6,390	39,433	5,371	7,173
Mariapol	..	..	4,620	..	..
Berdiansk	..	22,734	93,711	5,594	3,282
Yeisk	..	..	5,582	2,467	..
Total	..	29,124	143,346	13,432	10,455

Return of British and Foreign Shipping at the respective Azoff Ports from the Year 1853 to 1859.

Ports.	1853.				1856.				1857.			
	British.		All Flags.		British.		All Flags.		British.		All Flags.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Taganrog	145	39,430	748	184,032	259	75,870	1,118	293,278	166	46,444	857	232,965
Marianopol	18	4,918	304	79,626	19	8,400	182	58,348	5	1,498	97	27,962
Berdiansk	56	14,666	554	129,438	23	7,048	262	65,751	10	2,518	232	53,705
Yeisk	..	..	..	..	..	..	..	..	3	943	19	5,057
Total	219	59,014	1,606	393,096	301	91,318	1,562	417,377	184	51,403	1,205	319,689

Ports.	1858.				1859.			
	British.		All Flags.		British.		All Flags.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Taganrog	144	42,026	844	224,542	192	52,091	1,151	269,390
Marianopol	10	2,817	125	40,904	11	2,178	174	52,913
Berdiansk	21	6,332	422	101,541	15	3,513	369	83,632
Yeisk	4	1,140	31	6,520	4	1,450	11	2,807
Total	179	52,315	1,422	373,507	222	59,232	1,705	408,742

One of the most remarkable features in the change of Russian policy during the last five years, is the abolition of military colonies, than which institution, nothing devised by man was ever more iniquitously oppressive, dooming an entire class, from father to son, to the worst species of despotism. These colonies are now relieved of military rule, and permitted to form a large addition of the free agricultural population. The children of soldiers also, formerly born to a military existence, are in like manner no longer claimed as servants of the Crown, but suffered to follow any calling their parents may make choice of. By these salutary measures upwards of 1,000,000 individuals extracted from the industry of the country, have, since 1856, been at liberty to re-enter social life and pursue that career best suited to their dispositions or capacity.

Independent of the foregoing concessions, the term of obligatory service for soldiers, levied before 1859, is reduced to 20 years instead of 25, as formerly; such as joined the ranks subsequently to 1859 will serve for a term of 15 years only. Recruits need no longer, therefore, be considered as entirely lost to their friends and the community. In order to raise the moral standing of the army, criminals are not allowed to be received into the ranks as heretofore.

With a view of replenishing the losses occasioned by the late war, all enrolment of troops was suspended by a Decree of 1856 for three years, that term was subsequently prolonged for two years more. The standing army being reduced to 850,000 men, instead of 1,140,000, its former numerical force.

The plan under adjustment for the abolition of serfdom is another of those momentous changes that will essentially affect the futurity of Russia. This important measure, whereby 12,000,000 individuals are to receive their freedom, is promised to be promulgated at an early period, but remains for the time being in abeyance. The peasantry, although unsettled, are awaiting with exemplary patience the contemplated innovation; apparently not less puzzled to know what course to pursue when emancipated, than are the landowners to surmise what their position will be without serfs.

Various reports are prevalent as regards the conditions on which vassalage is to be abolished. Immediate and unconditional freedom is advocated by some, a gradual relaxation spread over a series of years is the theory of others. The former expedient appears the best calculated to give satisfaction and avert perturbations, which a transition of this nature is calculated to incite.

Agriculture.—This branch of industry is rather in a nugatory state than otherwise, and not to be classified as one of the improving phases of South Russia. Land being of insufficient value to repay the expenditure of careful cultivation, it is found more easy to change the locality of tillage than attempt amelioration of an exhausted soil under culture. Well organized estates in this vicinity, nevertheless, render large returns, and are valued at 109 silver roubles per dissatine, or 5*l.* per acre, in fee-simple; but scientific appliances are rarely enlisted to remedy natural defects, and no efforts are made to introduce an improved system conducive to the general welfare. Measures have indeed recently been adopted to economize labour by the introduction of thrashing machines and other mechanical agents; some improved implements have of late likewise been procured from abroad, but they are frequently either misapplied, unsuited to the land, or too foreign to the customs of the people to find favour, and will need the test of time and experience to become fully appreciated and utilized.

The Government of Ekaterinoslaff, with the Don Cossack territory, of which Taganrog and Marianopol are the only seaports, contain a population computed at 1,605,000[*], and cover a surface of 4,192 geographical square miles, or 20,910,960 dissatines, equivalent to about 63,000,000 acres[†], say nearly 20 per cent. are computed to be under cultivation; 46 per cent. pasture land, 2 per cent. forest, and 32 per cent. water, marshes, roads, or occupied by buildings. In these environs the land generally is exceedingly fertile, the principal kind of grain and seed grown, with the average yield, being as follows:—

	Tchetverts	
Hard Wheat	6¾	per dissatine.
Soft Wheat	6½	„
Rye	9	„
Barley	13½	„
Oats	13¼	„
Linseed	2¾	„

Neither flax, hemp, nor beetroot are cultivated in these parts to any extent. It is impossible to give with any degree of decision the quantity of grain produced within the above-mentioned circuit, all estimates made thereof being exceedingly vague and inconclusive. The following statement of the average annual exportation from the Azoff for the last five years will afford, however, some indication of the capabilities of the country:

	Tchetverts.		Quarters.
Wheat	2,153,952	..	1,529,306
Rye	19,187	..	19,187
Barley	48,732	..	41,322
Oats	6,588	..	4,941
Linseed ..	476,764	..	395,714

About two thirds of which may be considered as grown in this government, and on the Don Cossack territory, the residue being supplied by the Ukraine, and governments of Saratoff and Voronege.

Horned Cattle are largely bred in this government and the Don Cossack territory, computed in number at 1,665,000 head. For revenue and service combined, oxen are preferable to all other live stock in South Russia, being much employed for tillage and other agricultural uses, as likewise for the conveyance of produce and goods to various parts of the empire. The markets of the two capitals are, moreover, almost exclusively supplied with beef from the cattle bought in these parts, and driven to the north during the summer months; considerable numbers are also purchased for Germany. The surplus stock and old cattle are slaughtered for tallow. A pair of good well-conditioned oxen is worth from 20*l.* to 25*l.*; cows sell at from 7*l.* to 10*l.* each.

The number of horses in this and the Don Cossack provinces is reckoned at 475,000; principally employed for military and private purposes. Some are bought for exportation to Austria, and a certain portion engaged in the conveyance of goods, very few being made use of for agriculture. Within the above-named circuit are 269 breeding studs; but the neighbouring governments of Voronege, Tamboff, and Charkoff, are reputed to furnish the best bred horses in Russia. The value and merits of this quadruped vary considerably, for ordinary purposes from 15*l.* to 25*l.* per horse is a common price, but 100*l.* and 150*l.* are by no means unusually paid for a pair of good coach horses.

In this and the Don Cossack territory the number of sheep are reckoned at 4,500,000, consisting of three distinct species; the most valuable are the Merinos, about one half of the entire number producing on an average, 4 lbs. of wool in the grease, worth 9*d.* per lb. The common Russian, or Donskoy, are estimated at 1,500,000, the average weight of each fleece being 5 lb., valued at 3*d.* per lb. The Chuntook, or Tartar sheep, are about 500,000, their fleeces, being exceedingly coarse and of a reddish dark colour, are worked up for local purposes; these last-named sheep are chiefly valuable for their skins and slaughter. The whole of the southern province, including the Ukraine, contain 6,000,000 Merino sheep, supplying not only a sufficiency of wool for the Russian manufacturers, but likewise a considerable quantity for exportation, principally to Belgium and France. Shipments are likewise occasionally made to England; but Russian Merino wool can rarely compete successfully with the produce of Australia. The greater portion of the Donskoy wools is exported to the United Kingdom.

A source of natural wealth in the south of Russia that merits observation, is the valuable coal fields, or rather beds of anthracite, found in the adjacent districts of Bachmout and Slavnoserbsk, entensively worked only within the last few years.

A tax and other restrictions having been laid thereon by the crown, operated greatly against their more early development; all the influence and energy of the late Prince Woronzoff were required to bring into use this estimable combustible, now recognized to be of the first importance to Russian steam navigation. The annual quantity of anthracite extracted from those pits is nearly 500,000 tons, which quantity might be indefinitely increased. During the last summer upwards of 500 miners came here from Prussia, under agreement, for the purpose of working the pits in question; but in consequence of faulty arrangements, or some misunderstanding, all those possessed of sufficient means returned home again. Some of the more indigent alone have remained to test the undertaking. Owing to the heavy expenses of excavation and carriage, anthracite sells here at from 40*s.* to 50*s.* per ton; dearer than the best coal could be delivered at from England. Anthracite, however, has much more strength, and gives a much greater heat than coal.

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[*] By the Census of 1850, Ekaterinoslaff Government had 887,500, and the Don Cossack territory 718,000. Since the war we have no public record of the population, which from the losses then sustained is not likely to show a present increase.

[†] A dissatine is about 3 acres.

The elements of trade were seriously deranged by the effects of the late war, and affairs even now have scarcely regained their preceding course of regularity. Commercial operations during the last five years did not, on the aggregate, prove beneficial to merchants here, few of whom have not to deplore very serious losses.

The following statement of the value of imports and exports at Taganrog, for the above-mentioned period, will be found significant of the extent of mercantile relations existing between this place and foreign countries:—

	Imports.	Exports.
	£	£
1856	453,800	3,547,830
1857	363,536	2,680,650
1858	387,572	2,339,015
1859	401,900	2,772,980
1860	475,430	2,766,230

A considerable reduction in the duties on imports signalized the year 1857, inspiring greater expectations abroad than were entertained in Russia, of a vigorous impulse being imparted to importation, and to the general trade of this country. The concessions made, although seemingly liberal, are of little avail, being merely the abstraction of one link in the fetters by which the Russian import commerce is shackled. Manufactures and colonials are still so heavily taxed that they stand in the position of prohibited articles to all but the more wealthy classes, and large abatements must still be conceded, ere prosperity can re-animate that portion of the mercantile community engaged in the import trade, or a coveted revenue gratify the Minister of Finance.

A less restrictive tendency was last year evinced by government, in the remission of some of the more onerous guild-tax enactments, applicable to foreigners, who can now inscribe themselves in either of the guilds on the same footing as Russian subjects. Other portions of the statute, not less absurd than unjust, call loudly for abrogation, being unsuited to the age, and burthensome to industrious calling.

One important advantage acquired by the Taganrog trade, since 1858, is the abolition of quarantine observation at Kertch for ships entering the Azoff. That useless obstruction has now been in disuse for the space of four years, without any of the threatened evils from a free passage having taken place. Some interested influential parties are strenuously exerting themselves to have the Azoff constituted a closed sea to foreign ships, on the plea that smuggling to a great extent would be prevented thereby, and that the preservation of the Taganrog roadstead (now endangered by the illicit discharge of ballast, would be insured.

Although this government is slow to remove obstructions that impede the *bonâ fide* trade of the country, no efforts have been spared to incite all classes with a spirit of speculative adventure. For this purpose has the bank interest in cash deposits been reduced under 3 per cent. per annum, and almost every novel enterprise received the imperial sanction. An opinion that all new undertakings must necessarily lead to wealth, would seem to be instigated by the higher authorities; thus new joint-stock companies of every character and complexion are constantly being obtruded on the public attention, many of which must lead to the disappointment or ruin of those concerned.

The most important, as well as one of the most extensive undertakings of recent origin, is the so-called Russian Commercial Steamboat Company, enjoying the immediate protection of the Crown, subsidized beyond all precedent, and the steamers of which are, moreover, commanded by naval officers.

Another enterprise of magnitude, although of a more private character, is the Don and Volga Steamboat Company; this undertaking, if moderately well conducted, is calculated to become of national benefit, and render very essential service to the trade of this place, in uniting by rail the Volga with the Don, at Zaritzin and Kalatch, for the purpose of bringing produce from the more remote inland provinces to Rostoff and Taganrog. This company has likewise undertaken to deepen the shoals formed at the mouth of the Don, near its entrance from the Azoff, and to remove the banks that obstruct the navigation at the upper parts of the river, for which services a privileged toll has been granted by the Crown, of one third per cent. on the value of all goods passing either way. The arrangements hitherto made appear ill-suited for attaining the benefits referred to. The steamers provided draw too much water to pass the shallows, and are of too unwieldy a length to suit the winding of the river, they have consequently been found of little utility. As regards the removal of impediments to the navigation, nothing has yet been attempted, although merchandise is now rigorously taxed for benefits that may accrue hereafter. With the view of imparting more vigour and stability to this undertaking, the government has recently guaranteed 4½ per cent. interest to the shareholders.

A third enterprise of considerable interest to this trade is the Russian Provision Company, formed three years ago, with a capital of 500,000*l.* sterling. Extensive buildings are constructed at Rostoff, on the Don, with all necessary accessories for salting beef and for making preserved meats, which establishment has been two years in operation. At Taganrog, likewise, a stupendous flour mill has been built, upon the most approved principles, to be worked by steam; neither pains nor expense having been spared to attain perfection. Unhappily before the mill was completed the funds of the company had run out, and a new capital is now required to keep the works employed. The undertaking is likely to prove an entire failure, owing to the gigantic proportions on which it was originally planned. Thus of three large joint-stock companies which more particularly interest this trade, one is likely to prove still-born, and the other two will only reach maturity, by the powerful support of government, at the national expense.

Roads and communications, of so much importance to the well-being and prosperity of the empire, occupy in a very slight degree the attention of government; intercourse by land in all the southern provinces is as difficult and as much neglected in the present day, as was the case a century ago. The projected great trunk railway from Moscow to Theodosia would appear to engross all the thoughts, and absorb all the energies, of the state. The necessity of adopting means for the permanent maintenance of regular communication between the more populous towns and districts, appears to be either above or below administrative duties. Hence is seen in these days of progress, scarcity near allied to famine existing in some localities, whilst those in contiguity are inconvenienced by supplies they do not need, and for which they find no outlet. Hence too, the cost of produce is frequently enhanced 50 or 100 per cent. by the expenses of conveyance from the seats of growth to places of consumption or of shipment. Even the navigation of some of the finest rivers with which Providence has blessed this country is woefully neglected; for although steamers have latterly been introduced on those of greater depth, they are still suffered to be obstructed or choked by banks that might be removed by the employment of a little skill, and at comparatively small expense. Scarcely less reprehensible is the total neglect of every kind of protection, or convenience, at most of the Black Sea and Azoff ports, in the shape of harbours or moles for the protection of shipping. In the last century, Peter the Great had a mole constructed at this place, which by culpable negligence was allowed to fill up and become useless. The excavation of the old mole, or the formation of a new one, for the use of lighters and coasting craft, has been agitated for the last twenty years without result, and is still needlessly delayed, although funds for the outlay have been apportioned from the customs, and plans received the imperial sanction.

With management and good-will the ballast illicitly discharged, to the detriment of this navigation, might be usefully employed in the formation of an embankment or breakwater in the roadstead, which would benefit the port, by affording some shelter to shipping, and relieve the shipmasters of the onerous duties they are now called upon to perform by conveying the ballast on shore here.

The new port of Yeisk, although wanting in depth of water, is well situated for promoting active commercial relations with the Tchernamore and the Northern Caucasian country. Export produce is already being attracted from those provinces to the said port, and a railway is projected thence to Zaritsin, on the Volga, whereby direct intercourse with Central Russia would be open, relieved of those difficulties and impediments that weigh so heavily on the trade of Taganrog. For imports likewise, Yeisk (with the aid of a railway) would be particularly well situated; and so favourably is the government impressed with its position, that a first-class Custom-house establishment has been recently accorded to that port, a distinction which neither Marianopol nor Berdiansk enjoy.

After considerable hesitation and delay, a boon of no small commercial benefit has been accorded to this place by connecting Taganrog with the principal Russian stations, and with foreign parts. Scarcely twelve months have elapsed since this most desirable agency has been put in action, and the advantages derived therefrom are too numerous for description. The appointment of an efficient, intelligent, and obliging official to superintend that department, leaves little to be desired in this respect, excepting that the wire should be carried to Marianopol, which port is deprived of a telegraphic station, although situated on the direct line of communication. That place, heretofore within the township of Taganrog, is thus for mercantile purposes separated from us more than is either Odessa or even St. Petersburg.

Report by Mr. Carruthers, British Consul at Taganrog, on the Trade, &c. of that District for the year 1860.

Nothing out of the course of ordinary commercial incident characterized the Taganrog trade of the past year, nor has any alteration taken place during that space of time worthy of particular remark in the mercantile regulations or institutions of this country, with the exception of some modified enactments in the application of the guild-tax, whereby rights of foreign traders are now placed more on an equality with those of native merchants.

The legislative measures on this subject are not yet fully devised; but from the first instálment favourable hopes of the contemplated amendments may be entertained.

Considering the indifferent result of the harvest here in 1859, and the limited stocks of produce standing over last winter at the Azoff ports, the diminution exhibited in this export trade during the past season, as compared with that of the preceding year, can scarcely be a subject of surprise, nor should such decrease lead to the conclusion that the year 1860 was by any means a period of inactivity. Trade on the aggregate was steady, the demand for produce regular and well sustained, more especially for those descriptions of grain and seed best suited to the British markets.

Unlike the preceding spring, that of last year was more than usually auspicious to vegetation, frequent showers in the months of April and May insured very abundant grass crops, and the quantity of hay now stacked on the Steppes is computed equal to two years consumption. The growing crops of grain and seed wore a most promising appearance as the season advanced, and a harvest unequalled in quantity and quality since that of 1837, was confidently relied on by those most competent to form an opinion. A few days of excessive heat in June were sufficient, however, to invalidate those flattering expectations, and render the issue of very ordinary result. Yet so firmly had more favourable convictions taken root, that the autumn was well advanced before those cherished allusions were generally acknowledged. Ample proofs are now before us that in these provinces the last harvest did not exceed in quantity a fair average, and that in quality it proved not quite equal to the generality of favourable seasons.

During the last autumn supplies were very sparingly brought forward, imputable to a variety of causes, the protracted harvest, a superabundance of straw having increased the labour of thrashing, and impediments to transport owing to the scarcity of draught cattle, most of the new produce has consequently remained in reserve for the ensuing season. But the stocks of ready goods at all the Azoff ports are insignificant, so that no large quantity of grain or seed can be shipped before the months of May and June next.

Hard Wheat.—Fluctuations in the value of hard wheat, although considerable during the past season, were less extensive than for several preceding years. Prices in the spring months opened for the various qualities at from 9 to 10 roubles per tchetvert,—say, 42*s.* to 45*s.* 2*d.* per quarter, on board; their present range is from 8¾ to 9½ roubles per tchetvert, or 40*s.* 3*d.* to 43*s.* 6*d.* per quarter, on board. The average of prices, free on board, were for the—

		Rbls.	c.		£	s.	d.
1st Quarter	..	9	73	or	2	4	9
2nd Quarter	..	9	12	„	2	2	7
3rd Quarter	..	8	40	„	1	19	3
4th Quarter	..	9	18	„	2	0	3

and the extreme range of rates per quarter, free on board, for the best and most inferior kinds, were as follows:—

Highest—
Best, 10 roubles 50 copecks, or £2 8*s.* 3*d.*
Inferior, 9 roubles 40 copecks, or £2 3*s.* 9*d.*
Lowest—
Best, 9 roubles, or £2 2*s.* 0*d.*
Inferior, 7 roubles 50 copecks, or £1 15*s.* 7*d.*

Soft Wheat.—Ghirka enjoyed much favour during the entire season, the better qualities having maintained an uniformity of value unusual in these markets. In January last, quotations for all sorts ranged from 7 roubles 50 copecks to 9 roubles per tchetvert, or 34*s.* 7*d.* to 40*s.* 9*d.* per quarter, free on board; they at present rule from 8¾ to 9¼ roubles per tchetvert, or 39*s.* to 41*s.* 1*d.* per quarter, free on board. The average of prices were for the—

		Rbls.	c.		£	s.	d.
1st Quarter	..	8	35	or	1	18	0
2nd Quarter	..	2	10	„	2	0	10
3rd Quarter	..	8	95	„	2	0	6
4th Quarter	..	9	20	„	2	2	10

and the full range of value per quarter, on board, for the superior and inferior descriptions as follows:—

Highest—
Best, 9 roubles 65 copecks, or £2 3*s.* 5*d.*
Inferior, 9 roubles 45 copecks, or £2 2*s.* 7*d.*
Lowest—
Best, 8 roubles, or £1 16*s.* 7*d.*
Inferior, 7 roubles 50 copecks, or £1 14*s.* 7*d.*

The annual exportation of wheat at this port during the last five years, is shown by the following statement:—

		Tchetverts.		Quarters.
1856	..	1,522,803	..	1,081,190
1857	..	1,070,522	..	760,070
1858	..	894,063	..	698,684
1859	..	1,411,351	..	1,002,059
1860	..	1,307,907	..	928,793

The total exportation from the whole of the Azoff ports for the same period was:—

		Tchetverts.		Quarters.
1856	..	2,201,028	..	1,562,729
1857	..	1,400,720	..	994,511
1858	..	1,610,080	..	1,143,156
1859	..	2,212,440	..	1,570,832
1860	..	2,153,952	..	1,529,305

Of wheat shipments at Taganrog in 1860, 724,749 tchetverts were despatched up to the end of August, and subsequently to the close of the season 583,158 tchetverts, the latter portion consisting principally of new grain, making a total of 1,307,907 tchetverts, as shown above, whereof about 904,969 tchetverts, or 662,528 quarters, computed for England. It is impossible at present to obtain correct information of the foreign ships bound for the United Kingdom; although it is very desirable for statistical purposes, as well as for general information, that accurate data should be kept of the vessels and quantity of grain despatched for that destination. The inconvenience might be remedied by masters of foreign ships being called upon to present at all British ports a certificate of origin of the cargo from the consular functionary at the port of loading.

Supposing the last crops not to have rendered less than an average supply, it may be assumed that this port can furnish up to next harvest 658,000 tchetverts, 467,000 quarters, and that the Azoff ports altogether can export during the same period no less than 1,100,000 tchetverts, or 781,000 quarters, independent of the ensuing harvest, the produce of which cannot be availed of before the latter autumn months.

With reference to the probable future course of prices in this quarter, no well founded opinion can be hazarded, the range of markets being dependent on influences not to be fore-shadowed. Investments are now being made inland, which will admit shipments of Ghirka wheat at this port in May and June next, from 39*s.* to 40*s.* per quarter, free on board.

The stocks of wheat now standing over at the various Azoff ports are too insignificant to be worthy of detail, they do not on the aggregate form a total of more than 140,000 tchetverts, or 100,000 quarters.

Rye.—The great scarcity of this produce in the Azoff districts, and the high prices paid for local consumption, did not admit of any considerable purchases being made for exportation during the past year, and it ceased to figure in this market's quotations. Nearly the full quantity shipped was contracted for during the winter months at 4½ roubles per tchetvert, or 20*s.* per quarter, on board. The exportation of the last five years was as follows:—

	Tchetverts.	Quarters.
1856	4,592 ..	3,535
1857	44,421 ..	34,204
1858	9,508 ..	7,321
1859	5,202 ..	4,005
1860	14,875 ..	11,453

Contrary to general expectation, the last crops proved abundant, and the quality is spoken of as being superior to the usual growth; still none appeared here for sale last autumn, nor have any engagements been made therein for outward delivery.

Barley was in good request throughout the last season, and the quality shipped much approved of in British markets; the supply was, however, limited, and the exportation considerably under that of 1859, as shown by the following statement:—

	Tchetverts.	Quarters.
1858	53,294 ..	37,306
1859	58,638 ..	51,601
1860	34,725 ..	29,516

The result of the last harvest for this species of corn was not unfavourable as regards quantity, in quality there is considerable variety, dependent on the locality of growth. Prices ranged during the shipping season at from 3 roubles 75 copecks to 4 roubles 25 copecks per tchetvert—say, 15*s.* 6*d.* to 17*s.* per quarter, free on board.

Oats were too scarce and too high-priced to suit foreign demand, and the exportation of last year was nil. Some small parcels of very fine oats of the last crops have appeared here in the autumn; but were immediately taken for consumption at 3¾ roubles per tchetvert, or 16*s.* 3*d.* per quarter, free on board. This produce is rarely bought here to any extent for exportation, as shown by the ensuing Table of shipments for the last three years:—

	Tchetverts.	Quarters.
1858	140,236 ..	105,177
1859	103,737 ..	77,802
1860	700 ..	526

It is not probable that an article of so low a value can ever attain much importance here for exportation, as the heavy charges and high rate of freight must prove a bar to extensive shipments for abroad.

Linseed, heretofore of so much commercial importance at this port, has not maintained its usual footing during the last year, owing more to a paucity in supplies than to any lack of demand. Early in last season prices were quoted at 9 roubles 25 copecks per tchetvert, the equivalent of 39*s.* per quarter, on board; a gradual advance subsequently took place, and latterly 9½ roubles per tchetvert, or 40*s.* per quarter, free on board, have been paying. The exportation during the preceding five years is indicative of the course this trade has taken.

	Tchetverts.	Quarters.
1856	247,658 ..	205,556
1857	288,976 ..	239,850
1858	301,651 ..	250,370
1859	347,940 ..	288,790
1860	321,482 ..	266,829

The Taganrog linseed shipments of late years have by no means maintained their previously high reputation. This proceeds more from a pernicious system of adulteration by admixture of rape and other heterogeneous seeds, for the purpose of reducing the cost, than from any deterioration in the produce grown, which is still (when unmixed) of very superior quality. But low-classed inferior cheap goods seem to repay the merchant better than the superior and more costly article; hence it may be inferred that the evil in question is equally promoted by both the seller and the buyer. The linseed crops of last year disappointed agriculturists greatly; large returns were relied on, whereas they proved to be much below expectation, and considerably under the average.

Wools.—Fine or Merino wools have for many years since ceased to be of importance to the trade of this port; some few shipments were made during last season, but not of sufficient extent to call for particular remark. The cost, clean washed on board, for the usual assortments, was from 22*d.* to 24*d.* per lb.

Common Donskoy has enjoyed considerable favour, more particularly during the latter part of the season; purchases were effected at rates corresponding with from 7*d.* to 7½*d.* per lb., free on board. No material change is perceptible in the export trade of this article, which is more likely to decrease than to assume wider extension, seeing that the fine-woolled tribes, being more profitable to the growers, are gradually leading to the extinction of the inferior classes. During the last five years the exportation figures as follows:—

	Poods.	lbs.
1856 ..	59,750 ..	2,150,000
1857 ..	207,182 ..	7,458,552
1858 ..	121,733 ..	4,382,388
1859 ..	135,417 ..	4,870,012
1860 ..	154,265 ..	5,552,540

The wools grown in the Chernamore province, or the plains lying between the Black Sea and the Caspian although coarse in quality, are in much request, owing to their great length of staple; but the quantity of that particular kind is limited to about 30,000 poods, washed, or 1,080,000 lbs., nor does there appear to be much disposition to increase the production.

Tallow, which forms so important an item in the trade of North Russia, does not exhibit any expansive capacity at the southern ports of the Empire. Nearly the entire quantity remaining over from 1859 was monopolized by a single buyer, at about 4¼ roubles per pood, or 44*l.* per ton, on board; the few remaining parcels were taken for Turkey at higher prices. The same languor that has attended this branch of trade here for several years past, seems likely to prevail for the future, although it were reasonable to suppose that, being more contiguous to the seat of production, these ports would naturally gain the ascendant. The exportation here for the last five years was:—

	Poods.	Cwt.
1856	44,228 ..	14,263
1857	201,563 ..	65,004
1858	342,443 ..	110,437
1859	265,182 ..	85,496
1860	105,142 ..	33,908

Of the last season's produce little came to market in the autumn; but considerable purchases have been already made for spring shipment, at 4½ roubles per pood, about 47*l.* per ton, free on board. The speculative character that influenced the tallow market in England for the last two years has interfered with the more regular trade of this place, and holders are now not anxious to realize at the above rate. It is computed that the stock still remaining in first hands amounts to 200,000 poods or about 3,100 tons.

Salted Beef is a new article of exportation, capable under good management of being largely increased. In 1859, the first year of any considerable shipments, 27,495 poods were exported; in 1860, the quantity reached 64,530 poods, the greater portion of which was for the United Kingdom.

From the improvident manner in which the affairs of the Russian Provision Company here have been conducted, it seems improbable that the trade in this article will attain its regular and proper dimensions for some years to come; but there is no reason why it should not grow into importance, and become of well-merited interest. The same remark will equally apply to preserved meats, of which the shipments last season reached 14,515 poods, or 4,665 cwt.

Butter.—Siberian, melted, is largely exported to Turkey, and is, apparently, a remunerative business, as shown by the annual exportation for the last five years, viz.:—

	Poods.	Cwt.
1856	49,881 ..	16,085
1857	115,291 ..	37,181
1858	99,748 ..	32,168
1859	91,429 ..	29,485
1860	51,774 ..	16,697

This trade remains without interest to the commerce with the United Kingdom, shipments being made exclusively for Turkey and the Levant, as is the case with various other articles of minor importance that appear in the export list.

Shipping.—The low freights current during the first half of last year offered no inducement for British vessels to adventure into the Azoff, and most of the tonnage engaged for the carrying trade with the United Kingdom was under foreign colours, chartered at the proportionate rate of 50*s.* to 52*s.* 6*d.* per ton of tallow. The summer months brought increased rates of freight, and a proportionate augmentation of British tonnage. Average rate of freights per ton of tallow, June, 57*s.*; July, 61*s.*; August, 63*s.* 6*d.*; September, 74*s.* 6*d.*; October, 79*s.* 6*d*; when the shipping season was virtually closed. British ships are not growing into favour here for grain cargoes, but rather the reverse, a preference being given to the Sardinian and Austrian flags, these vessels being more especially adapted for wheat, and by far less expensive to dunnage. The masters, too, knowing with more precision the capacities of their ships, take in grain cargoes more expeditiously, and are likewise better informed, and more accommodating than the generality of British shipmasters who visit this port. In the latter there is, however, a marked improvement of late years; habits of inebriety, although still frequent, are less general than formerly, and complaints of ill-usage suffered by seamen, and insubordination of the latter by masters, are more rare; there is still, however, ample room for amendment.

Exchanges.—As imports form but a small portion of this trade, and Taganrog being dependent on St. Petersburg and Odessa for funds, exchange operations are carried on here to a limited extent; bills on foreign parts can rarely be disposed of for any considerable amount. During the last two years banking transactions have, however, become less exceptional than heretofore, and will doubtless more frequently take place as intercourse with the inland provinces, and with foreign parts is made more certain. The average course of bills on London in 1860 was, for the 1st quarter, 6 roubles 73 copecks; 2nd quarter, 6 roubles 69 copecks; 3rd quarter, 6 roubles 60 copecks; 4th quarter, 6 roubles 61 copecks per pound sterling; showing a gradual improvement of Russian value, influenced in some degree, no doubt, during the fall of the year by the active demand for grain.

The redundancy of paper currency, and the great scarcity of specie, so severely felt throughout this empire, inspires but little confidence in the Russian financial system; and if thereto be added the large investments made and making in unremunerative adventures, it would appear impossible that the present buoyancy of the exchanges can be long maintained. For calculating annual returns, the exchange of 6 roubles 75 copecks per pound sterling has been adopted.

Imports at Taganrog have hitherto been but of slight interest to British commerce. Turkey and Levant produce form the chief articles of importation here, and dried fruits, wine, and olive oil, constitute the only items of magnitude. Some few colonials have of late years begun to appear, and cotton manufactures likewise have shown themselves during the last two years; the latter are still, however, subjected to such onerous duties (fully 100 per cent. on the invoice value) as to effectually debar their rising to importance.

Machinery and agricultural implements, now called for by the landed proprietors, are attracting some attention, and may eventually gain a footing; at present their proper application is very imperfectly understood, and for want of good management and care not unfrequently without advantage.

English porter, discarded for many years, is again becoming a fashionable beverage; but burthened with the heavy impost of 20 copecks, or 7*d.* per bottle, is only within reach of the more wealthy.

The annual value of imports at this port during the last five years figure as follows:—

	Roubles.	£
1856 ..	2,723,180 ..	453,860
1857 ..	2,181,221 ..	363,536
1858 ..	2,519,218 ..	387,572
1859 ..	2,712,841 ..	401,900
1860 ..	3,209,450 ..	475,430

Taganrog is the only port of the Azoff where imports merit any notice, Berdiansk having a Custom-house of the second class only, and Marianopol being of a still inferior grade. Yeisk gives hopes prospectively, but, hitherto has had no importations of consequence; so strongly is the government impressed, however, of its favourable position for imports, that a first class Custom-house establishment has recently been formed at that port.

The trade between this place and England during the last year, although not very lucrative, will have rendered moderate returns to those concerned; that to the Mediterranean will, on the aggregate, have resulted to a loss.

To elucidate more fully the general commercial movement of the Azoff, I attach hereto a statement of imports, exports, and of shipping, at all the ports of this sea during the past year, as likewise a separate Table of the principal articles of produce exported in the last five years, together with the gross amount of British and Foreign shipping employed during the same period.

Report by Mr. Carruthers, British Consul at Taganrog, on the Trade of that Port during the year 1860.

An entire cessation of commercial transactions has signalized the last four weeks, arising in some measure from the prostrated state of trade generally, but more especially in consequence of the exhausted stocks of produce of the Azoff ports. Prices of ready goods are entirely nominal, and it is too early for entering on extensive engagements in produce deliverable next season. Some few contracts for soft wheat have nevertheless been made for receival in June or July next, at the equivalent of 39*s.* to 40*s.* per quarter on board, with three-fourths of the amount of cash down.

In hard wheat nothing has yet transpired. The same observation applies to rye, barley, and oats, of which no stocks are held in granary.

By the annexed statement of the imports and exports at Taganrog during the past season, an increase in the value of the first named will be observed to the extent of 73,000*l*., whereof colonials and manufactures form a portion. Agricultural machinery and implements are likewise making progress; these latter being free of duty, will probably obtain a secure footing, and become of some importance.

In the quantity of grain, &c , exported, a sensible decrease will be seen, although the total value of shipments for the last two years closely correspond.

The large extra quantity of salted beef, preserved meats, and flour shipped during this year, will nearly compensate in value for the deficiency of cereals. But those articles are likely to dwindle down to small proportions for several ensuing years, as the affairs of the Russian Provision Company are in very indifferent repute; for, although the arrangements of the working department and the establishments formed are not without merit, the general organization is faulty.

By the comparative statement of shipping is shown a notable falling off in the amount of tonnage employed here, compared with 1859. The decrease in vessels under the British flag may be accounted for by the very depressed rates of freight during the early part of the year, which rendered the carrying trade between this sea and the United Kingdom unremunerative.

It is much to be regretted that there are no means of ascertaining with any degree of precision the number of foreign vessels employed in the carrying trade with Great Britain, nor even the quantity of grain shipped hence for that destination, so essential for statistical data. This evil might be remedied, were all foreign ships obliged, on their arrival in England, to produce a certificate of origin from the consular office at the loading port, as is the practice with ships bound for France.

No very sensible oscillations in the course of exchange have been perceptible during the month, 6·65 roubles per pound sterling having been the average quotations. There is considerable uneasiness in the money market, owing to the absence of metallic, and the extreme scarcity of paper currency.

Another internal loan of one hundred or two hundred million roubles is spoken of, to bear interest 4½ per cent., payable every six months in gold. This scheme, if carried out well, will cause a further abstraction from the circulating medium; and although it may tend to maintain the currency from depreciation, and support even the exchanges for a time, will nevertheless prove a bar to business, and if not followed by a new issue, derange the regular trade of the country.

COMPARATIVE Statement of the Imports at the Port of Taganrog in 1859 and 1860.

Articles.		1859.	1860.	Increase.	Decrease.
Dried Fruits	poods	61,659	54,631	..	7,028
Green ditto	boxes	20,470	17,657	..	2,813
Caroubes	poods	192,025	155,043	..	36,982
Nuts and Valencias	„	83,168	71,120	..	12,048
Oil	„	71,979	93,320	21,341	..
Wine in casks..	„	60,173	85,364	25,191	..
„ in bottle ..	bottles	150	10,398	10,248	..
Porter	„	12,784	23,269	10,485	..
Olives	poods	8,851	9,010	159	..
Tobacco	„	11,198	10,678	..	520
Coffee	„	3,579	7,624	4,045	..
Sugar	„	2,239	2,210	..	29
Incense	„	..	1,553	1,553	..
Pepper..	„	..	1,765	1,765	..
Rice	„	..	9,147	9,147	..
Coals	„	85,490	56,763	..	28,727
Machinery	cargoes	6	14	8	..
Manufactures	cases	..	28	28	..
Cotton..	poods	..	3,985	3,985	..
Scythes	pieces	..	100,500	100,500	..
Sweetmeats	poods	11,764	8,802	..	2,962
Sundries	silver roubles	102,970	37,000	..	65,970
Total Value in silver roubles ..		401,900	475,430	73,530	..

COMPARATIVE Statement of the Exports at the Port of Taganrog in 1859 and 1860.

Articles.		1859.	1860.	Increase.	Decrease.
Wheat..	tchwerts	1,411,531	1,307,907	..	103,624
Rye	„	5,202	14,875	9,673	..
Barley..	„	58,638	34,725	..	23,913
Oats	„	103,737	700	..	103,037
Linseed	„	347,140	321,482	..	25,658
Rapeseed	„	998	17,344	16,346	..
Tallow..	poods	265,182	105,142	..	160,040
Butter..	„	91,429	51,774	..	39,655
Wool	„	135,417	154,265	18,848	..
Hides	„	7,173	11,617	4,444	..
Black Caviare..	„	7,151	14,072	6,921	..
Red ditto	„	17,338	16,310	..	1,028
Flour	sacks	13,371	31,658	18,287	..
Maccaroni and Biscuits ..	poods	2,635	2,650	15	..
Salt Beef	„	27,495	64,531	37,036	..
Preserved Meat	„	2,727	14,515	11,788	..
Iron	„	39,240	30,910	..	8,330
Candles	„	1,879	2,160	281	..
Sundries	silver roubles	20,985	95,000	74,015	..
Total Value in silver roubles ..		2,772,980	2,766,230	..	6,750

Comparative Statement of the Shipping at the Port of Taganrog in 1859 and 1860.

Nationality.	1859.		1860.		Increase.		Decrease.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	192	52,091	171	49,644	..	..	21	2,447
Ionian	114	23,817	84	17,020	..	..	30	6,797
Russian	42	12,563	49	7,021	7	..	..	5,542
Greek	304	66,681	271	62,015	..	..	33	4,666
Austrian	56	17,590	55	17,644	..	54	1	..
Sardinian	135	33,129	143	35,885	8	2,756	..	..
Turkish	77	8,260	60	3,176	..	..	17	5,084
Swedish and Norwegian ..	47	130,25	35	7,192	..	..	12	5,833
Mecklenburgh	31	5,737	10	1,133	..	..	21	4,604
Moldavian and Wallachian ..	22	4,265	20	3,802	..	..	2	462
Servian	14	3,623	4	903	..	..	10	2,720
Neapolitan	25	6,297	17	4,070	..	..	8	2,227
Samiot	11	1,599	8	1,568	..	..	3	31
French	15	3,009	34	6,887	19	3,878	..	..
Prussian	25	8,689	8	2,591	..	..	17	6,097
Tuscan	12	3,969	4	1,103	..	..	8	2,866
Dutch	4	784	1	174	..	..	3	610
Oldenburgh	1	137	..	..	..	..	1	137
Hanoverian	4	470	..	..	..	..	4	470
Belgian	1	453		537	..	..	..	16
Roman	2	662	3	1,026	1	364	..	..
Danish	17	2,540	5	881	..	..	12	1,659
Total	1,151	269,390	983	224,272	..	..	168	45,118

WIBORG.

Report by Mr. Lorentz, British Consul at Wiborg, on the Trade of that place during the year 1859.

In taking the usual retrospect of last year, I shall have the honour to make some remarks on the trade of Wiborg during that period, and to report on some decrees and regulations which have been issued last year by the Finnish Government, with respect to trade and navigation.

The trade presented no features of unusual interest throughout the year. As presumed in my last year's report, the quantity of wood goods exported is much below that of 1858. In 1859, 189,813 standard dozens deals and battens were exported; in 1858, 257,351 standard dozens; in 1857, 252,864 standard dozens; and in 1856, 196,316 standard dozens. The export of square timber has gradually increased these last years, being this year 216,244 cubic feet, against 50,501 cubic feet in 1858. Some other articles of less importance, such as stearine, soap, and candles, have been more abundantly exported than in 1858 and former years; but compared with the exported wood goods they are of little consequence. The chief article of export here, as well as at the other Finnish ports, is wood. In consequence of the considerably diminished export of wood, a large reduction in the total value of exports would have ensued but for the prices of deals and boards being much higher than in 1858. The enhanced prices make good the deficiency in quantity, and the total value of exports is nearly the same as in 1858, being in 1859, 173,120*l.*, and in 1858, 174,381*l.* The prices advanced from about 5*l.* 10*s.* in 1858 to 8*l.* 5*s.*, for the standard hundred English sorts, and for other sorts in proportion. Next year's exports are expected to amount to about the same quantity, perhaps a little more, and prices will rule about the same.

The value of last year's imports amounts to 229,226*l.* In 1858 it was 222,072*l.* The chief articles of import are coffee, sugar, and rye-flour. There has been imported of coffee in 1858, 1,272,145 lbs., and in 1859, 1,525,701 lbs.; of sugar in 1858, 1,105,070 lbs., and in 1859, 1,493,500 lbs.; of rye and rye-flour in 1858, 63,258 imperial quarters, and in 1859, 42,299 imperial quarters. The coffee consumed here is mostly of Brazilian growth. Formerly all coffee, without exception, was bought in Hamburg, and then *viâ* Lubeck brought to Finland; but these last years the largest quantity imported here came direct from Rio de Janeiro. Sometimes small floating cargoes, which are despatched from Rio de Janeiro for account of English merchants to the channel for orders, are bought by Finnish merchants, or they send their own vessels to Rio. The Finnish nation in general is very fond of coffee, and tea is seldom drank: the Russians, quite the contrary, confine themselves almost entirely to tea. The refined sugar is procured from Hamburg, Lubeck, Prussia, or Sweden. In future this article will be partially supplied by the two new sugar-refineries which have been established this year on a pretty large scale,—say one in Abo and one in Helsingfors. The total value of imports in 1859 is to be distributed, with respect to the different countries, as exhibited by the above-mentioned return, from which also other particulars may be collected.

There arrived this year 341 vessels, of 63,846 tons, manned by 4,010 seamen: viz.:—

Nationality.	No.	Tons.	Men.
British..	92	23,176	765
Finnish	94	17,166	1,237
Norwegian	27	6,008	240
Russian	60	4,600	1,284
United States.. ..	5	3,788	72
Lubeck	14	2,152	99
Danish..	11	1,656	90
Dutch	11	1,526	53
French..	8	1,158	53
Prussian	3	622	24
Hanoverian	5	570	23
Other States	11	1,424	70

2 Lubeck vessels were wintering here last year, and this year 7 Finnish and Russian vessels. 336 vessels, of 63,386 tons, left this port in 1859, viz., for Great Britain 128, Finland 61, Russia 55, France 30, Spain 24, Lubeck 14, Holland 9, Holstein 7, Bremen 3, Belgium 2, Sweden 2, Hamburg 1. 159 coasting vessels entered this port from the sea-side; namely, 151 Finnish, and 28 Russian, measuring together 23,486 tons, manned by 649 seamen. 131 coasting vessels left Wiborg, and 28 are wintering here. The total number of vessels entered through the Saima Canal could not be ascertained, but is likely to range from 500 to 600, of about 50,000 tons.

Regarding the many Decrees and Regulations issued this year, it must be remarked that most of them relate to the Customs. Until the 1st February, 1859, no goods imported from Russia into Finland paid the Finnish duties; but, on the contrary, goods imported from Finland into Russia were subjected to the same duty as if coming from abroad. Finland's disadvantage under this system is obvious; and to redress this, Russia and Finland agreed to make some alterations, to commence from the 1st February, 1859. In consequence of this agreement most of the imports from Russia into Finland are subjected to the same duties they would have to pay if coming from abroad, and quite regardless of their having already once cleared the Russian duty. This measure implied to the establishment of Finnish Custom-houses at St. Petersburgh, and along the Russian-Finnish frontiers, and several Decrees connected with the working of the new system have been issued.

A Decree of the 30th April, 1859, grants unto the towns of Wiborg, Nikolaistad (formerly Wasa), Uleaborg, Helsingfors, Abo, Tornea, and Mariehamn-on-Aland, the privilege of transit; *i.e.*, to import goods, to lodge them in bond, and to export them again without paying duty. Goods declared by the owners to be transit goods are permitted to be one year in bond, when they must be either exported or the duty paid.

Finland is to contribute 400,000 roubles towards the sum of 7,000,000 roubles which Russia must pay for the abolition of the Sound Dues; and to meet this expenditure all goods imported into Finland are subject to a charge of 3 per cent. on the amount of duties. It makes no difference whether the goods come from ports on this or on the other side of the Sound.

A Decree of the 12th July is intended to put a stop to the smuggling trade in tea. It was already formally prohibited to import tea from other countries than Russia. The new Decree is very particular about the mode in which the trade in tea is to be carried on. The result is to be seen.

On the 30th April, 1859, a new general tariff of Customs for Finland was published, to be in force from the 1st June. Compared with the tariffs of 7th April, 1852, and 23rd July, 1857, some alterations will be remarked, and particularly a reduction of the duty on cigars, oil, meat, arms, and other articles. The new tariff is besides a compendium of most of the Custom-house regulations now in force.

On the 4th February the government announced their intention to establish a new port, to be named Mariehamn, near the village of Oxvernasby, in the parish of Tomala-on-Aland, on the beach of Svibyvik. The merchants of this town will be permitted to import and export from, and to, abroad. The port is intended to serve principally as an outport for vessels which may be prevented by frost to enter the other Finnish ports; but I have not heard of any other steps taken towards the furtherance of this plan.

A Decree of the 18th April contained regulations as to the Finnish steamers, how they are to be built, manned, provided with fuel, and other precepts tending to the safety of the public.

On the 12th December two important Decrees relating to the Finnish manufactories and handicrafts have been issued. Both are to operate from the 1st January, 1861. The one gives to every Finnish man and woman the liberty to practise any trade, profession, or handicraft which they may think proper, and no corporation shall in future have the right to disturb them in the exercise of their chosen profession. In carrying on his or her trade any man or woman may also be assisted by his wife or her husband, and those of the children living with the parents. But in case a person chooses to employ others, for instance apprentices or labourers, and he is carrying on the trade of a bookbinder, tanner, brassfounder, girdler, hatter, coppersmith, potter, furrier, painter, saddler, shoemaker, tailor, smith, joiner, turner, and cartwright, such person must become a member of a corporation. The second Decree abolishes the courts of justice called "hallratt," which, according to the former Decree just referred to, can be spared. The jurisdiction of the "hallratt" extends to law suits arising from differences between the corporations and their members, between manufacturers and manufactory men, and so on. From the 1st January, 1861, the then still remaining part of the "hallratt's" business will be performed by the town magistrates.

A Decree of the 19th December shows also more liberal dispositions than those hitherto characterising the Finnish laws relating to trade, although this attempt to grant more liberty is a very timid one. Commercial business has hitherto been considered the exclusive property of towns and market-places, and therefore merchants were not permitted to trade elsewhere. Now the new Decree permits the establishment of shops throughout the country at all places situated above thirty miles from the next town or market-place.

In concluding, I must make mention of the large number of shipwrecks which have taken place this year in that part of the Finnish Gulf belonging to the government of Wiborg. All these small islets in the eastern part of the gulf, as Hochland, Lavansaari, Tyttersaari, Rodskar, Sommaro, Seskar, and others, belong to this government. Every year some shipwrecks occur here; but this year has been very unfortunate in that respect. Usually most of them are English vessels; whilst this year, I am happy to say, they form only the smaller number. 17 vessels have been shipwrecked, viz.:—6 Dutch, 4 English, 1 Lubeck, 1 Norwegian, 1 Oldenburg, 1 Hanoverian, 1 Prussian, 1 Finnish, and 1 Russian. 2 of these vessels stranded, but came off; 5 vessels were lost entirely, but their crews and part of their cargoes were saved; 8 vessels and their cargoes were lost, but the crew saved; and 2, a Lubeck and a Dutch vessel, together with their crews and cargoes, were entirely lost. The causes of these accidents are very various: sometimes the masters had omitted to take proper pilots; often fog was the cause of shipwreck. Once a vessel struck against a piece of ice, and sunk immediately.

Report by Mr. Lorentz, British Consul at Wiborg, on the Trade of that place and the Duchy of Finland, during the year 1860.

In reviewing the last year, I beg to make some general remarks on the trade of Finland, and in particular on the Wiborg trade during that time, to report on some Imperial Decrees issued, and other matters that have occurred in 1860, and which may be of interest.

I am glad to state that this year's crop of grain has been a good one throughout the whole country, and this is of the greatest consequence to Finland, where nine-tenths of the inhabitants earn their livelihood by agricultural pursuits. Respecting the eastern part of Finland, the fact of a good crop is strongly illustrated by the circumstance, that in 1860 not one mat of corn was sent into the interior by the Saima-Canal, which connects the numerous lakes of the interior with the Finnish Gulf; whereas in 1857 about 150,000 mats (equal to 112,000 imperial qrs.), in 1858 about 70,000 mats (equal to 52,000 qrs.), and in 1859, about 50,000 mats (equal to 37,000 qrs.) were forwarded through the said canal. Even, which seldom happens, some grain could be exported. Wiborg shipped some oats to London, and rye to Sweden and Norway; larger exports of oats took place from Abo to London. The export of wood in the shape of deals and boards was larger than usual, though not much. The reduction of the import-duty on foreign wood in England, had a favourable effect on the Finnish deals, the larger part of which is consumed in England. The former higher import-duty for foreign wood, was in fact rather a protective duty in favour of the lower taxed colonial wood, whose quality is acknowledged to be inferior to the Baltic wood, and the English builders had consequently to pay high prices for worse quality. Now, however, the rate on foreign and colonial wood having been brought to a par, the goods will be estimated according to their intrinsical value. The advantage of the reduction is reciprocal, the reduction benefiting both England and the foreign places of production. The prices were not much influenced by the reduction of duty, maintaining about their former standing. The export of tar and pitch was not very large. The prices of this article have risen everywhere, in Finland as well as in England and other countries, and probably will remain high. Finland's export of this article it is believed will decrease in future, for most important changes in the management of the Finnish forests are contemplated. All the woods in Finland belonging to the Finnish crown, and they form the largest part, only a minor part belonging to privates, will forthwith be managed and cultivated under a strict control of foresters, according to the science of forests. Hitherto, they were nearly without any protection, left to the mercy of the peasants and the ravages of fire in summer-time. A large number of foresters have been appointed, and a very important law respecting the saw-mills will soon appear. Hitherto, the saw-mills have been licensed to saw only a certain quantity of trees; the new law is expected to permit the establishment of saw-mills on easier terms, and to leave the proprietors of the existing mills at liberty to saw as many trees as the like and can get. All control over the saw-mills hitherto exercised by government will be removed; a control, which, though in most cases found to be imaginary and impracticable in its execution, still in some cases served to check the activity of the saw-mills, forcing those persons who possessed woods to dispose of them if they wished to get money out of them. They consequently took to tar-burning, a resort which is far less profitable than cutting the trees into deals or boards. This is sufficiently illustrated by the fact, that in the south-eastern part of Finland, where many saw-mills are to be met with, only very little tar or pitch is made, and none for exportation.

The prices of butter were not high, in consequence of a very abundant crop of hay; but the prices abroad did not encourage the exportation of this article, which was confined to a quantity shipped to Russia.

The import was an ordinary one, that of coffee not very large. The quantity imported of salt, which is one of the chief articles of import, was remarkably small, and the stock is much reduced. In order to prevent a complete want of this ware, an imperial ordinance of 28th May, 1839, and other ordinances, enjoin the sundry Finnish towns to import annually a fixed number of tons of salt, and, besides, to have a perpetual stock in hand for the use of the town. The whole quantity which the Finnish towns are bound to import amounts together to 51,600 Finnish tons, equal to about 7,700 English tons; and the perpetual store to about 1,600 English tons. The quantity of salt really imported is much larger, and the whole measure rather superfluous. Wiborg imports annually from 10,000 to 13,000 English tons. The largest part of salt consumed in Finland comes from Liverpool and Hull, some from Spain, from Cadiz, Torrevieja and Ivica, and the lesser part from Cagliari, Cette, and Setubal. The import of spirits has considerably decreased, partly in consequence of the high duty, and partly on account of the lessened demand. Also the consumption of Finnish brandy is said to be on the decrease. Brandy, gin, and other spirits have been substituted by beer, a very happy change. During these last ten years numerous breweries have been gradually established throughout the whole country, and all are prospering. In the open country every one is at liberty to establish a brewery; but in the towns the right to supply the inhabitants with beer is usually farmed out for the benefit of the town's revenue.

Exports.

	Silver Roubles.	£
1860	1,110,225 ..	166,533
1859	1,170,381 ..	173,120
1858	1,162,555 ..	174,381
1857	1,282,155 ..	192,322
1856	1,080,022 ..	173,253

The quantity of deals, battens, and boards exported, amounted in :—

	Reduced dozs.
1860	212,453
1859	189,813
1858	257,351
1857	252,864
1856	196,316

Some export of grain to England, Sweden, and Norway took place.

The imports decreased this year. The total amount of imports being :—

	Silver roubles.	£
1860	1,168,918 ..	175,339
1859	1,549,706 ..	229,226
1858	1,480,533 ..	222,079
1857	2,485,813 ..	372,872
1856	1,541,998 ..	247,360

The quantity of sugar imported was :—

	Lbs.
1860	1,198,120
1859	1,593,660
1858	1,179,180
1857	1,523,322
1856	1,424,360

And the imports of coffee amounted :—

	Lbs.
1860	1,559,056
1859	1,628,020
1858	1,357,460
1857	1,997,365
1856	1,571,180

The imports of corn and flour have been very small this year, in consequence of the good crop of all agricultural produce; the imports of salt likewise were rather short of what they used to be, and the stock is much reduced. The imports of hardward and manufactures were larger than usual.

The following Table shows the arrivals of shipping for the last five years :—

Nationality.	1860.	1859.	1858.	1857.	1856.
English	114	92	150	152	115
Finnish	67	94	75	74	21
Norwegian	24	27	24	29	30
Russian	65	60	47	53	1
Danish	11	11	14	7	3
French	10	8	7	2	..
Prussian	5	3	13	12	14
Lubeck	9	14	14	11	7
Swedish	6	7	4	14	7
Dutch	3	11	7	3	..
Mecklenburg	2	2	1	1	2
Hanoverian	3	5	2	..	..
Other Nations	2	7	6	4	2
Total	321	341	364	362	202

At the close of this year the town of Wiborg was possessed of 6 barques and 6 schooners, of together 2,800 tons, besides 1 steamer of 200 horse-power, and 5 small steamboats, of together 200 horse-power.

Among this year's events, the introduction of a new coin for Finland is to be noted as the most important. Concerning this measure, an imperial manifest of 23rd March (old style, 4th April, new style), and the ordinances of 19th April, 30th May, and 12th June were issued. Finland is to get another instead of the silver rouble, coin, named in the Finnish language "markka," and in Swedish, "mark;" the mark is to be divided into 100 "penni."

One mark is equal to one quarter of a silver rouble, and equal to the worth of silver of 0·7956 shilling sterling, or about 9½*d.* sterling. The senate for Finland has been commissioned to make the necessary arrangements for establishing a mint at Helsingfors. Pieces of the full value of one and two marks will be coined in silver, and besides silver pieces of 75, 50 and 25 penni, but 15 per cent. less worth than their nominal value; further copper coins of 20, 10, 5, and 1 penni. The paper-money of the Bank of Finland now circulating, namely, notes of 3, 5, 10, and 25 silver roubles, shall be replaced by notes of 12, 20, 40, and 100 marks. Further, a time is to be fixed when the employment of the new coin in public and private accounts is to begin. This measure meets the entire approbation of the country, but it will take some time before it will be carried into effect. Besides, the Bank of Finland was permitted to issue notes of one and three marks, and did so. These notes are said to be only temporarily issued, and will be exchanged for silver as soon as "circumstances permit their being replaced by silver."

However, I am sorry to say, that for a long time to come such exchange will be impossible, as it depends on the foreign course of exchange, and if that is so far favourable as not to yield any advantage to the exporters, the silver will remain in the country, whereas at present, it is very profitable to export silver, and then to value for the amount, leaving a profit of about 12 per cent. Consequently, and in spite of the exportation of silver being prohibited, large amounts go abroad the paper-money and copper coins remaining isolated in the country.

An ordinance of 18th May, granted unto the town of Ioensuce, the "stapelratt," that is the right to import and export direct from and to foreign countries. This privilege, however, will be withdrawn, if during the next fifteen years the town should not avail itself thereof. Ioensuce, the youngest town in Finland, is situated on the Saima lake, and numbers only 500 inhabitants. Vessels of a draught not exceeding 8 feet, can proceed from the Finnish Gulf through the Saima Canal up to Ioensuce.

The lengthening of the telegraph-line from Abo to Tornea was completed this year, and thus a direct communication between Finland and Sweden established. A telegraphic convention was concluded with Sweden, coming in force on the 1st July, 1860. For the telegraphic intercourse between Russia and Finland on the one, and Sweden on the other side, the German and French languages may be used from and to all stations in Russia, Finland, and Sweden, and the Swedish language in telegraphing from and to any station in Sweden, Finland, and St. Petersburg. The distance in Russia and Sweden is divided into 10 zones. The tariff for a single telegram of 20 words is fixed at 12 silbergroschen. In the quarterly accounts current between Russia and Sweden, 12 silbergroschen will be reckoned equal to $1 10 ore, Swedish currency. For telegraphic correspondence from Finland to other countries than Sweden and Norway, the route over Germany is cheaper than over Sweden.

The first Finnish railway from Helsingfors to Tavastehus will be finished next year. A railway, uniting Wiborg and St. Petersburg is contemplated; but the expenses would be heavy and the revenue probably too small to yield any profit.

SANDWICH ISLANDS.

Extract from a Report by Mr. Green, Acting-Commissioner and Consul-General at the Sandwich Islands, on the Trade of those Islands for the year 1859.

The most important feature is, perhaps, the fact that the exports of domestic produce have in 1859 exceeded those of any previous year by the sum of $92,520 58 cents, having amounted to $628,575 21 cents, whilst in 1850, the year showing the largest export of domestic produce, before 1859, they amounted to only $536,522 63 cents; and it should be observed, that the large exportation of 1850 was almost entirely caused by the extraordinary demand for California, consequent upon the sudden influx of gold seekers, and which extraordinary demand soon ceased, as in 1854 the export of domestic produce fell to $274,029 70 cents.

The articles of which the increased export has been most considerable are sugar, hides, wool, and pulu; new sugar plantations are in progress, but the capability of the Islands for the growth of cane is probably fifteen or twenty times as much as is now produced, selecting the choicest situations. All that is required is capital, and, as it is proved to be a profitable business, cheap labour to the extent above indicated would be easily procurable.

Coffee would no doubt have also exhibited an increase, had not a blight, in the shape of a small insect, destroyed the trees for the last few years.

Wool is yearly improving in quality as well as increasing in quantity, and may soon become an article of considerable importance. Hides, for the last two years, have formed a not inconsiderable item of export, a large portion of them being from wild cattle on the mountain of Mauna Kea on Owhyhee, the descendants of the animals left by Vancouver.

The total exports in 1859, that is, foreign merchandize and produce added to domestic, very considerably exceeded those of any previous year, whilst the total imports exceeded those of any previous year, except 1851. That year, however, was quite exceptional, the excessive imports being the result of the California excitement of 1850, many of the goods being cargoes intended for San Francisco. The proof that the imports of 1857 were excessive, out of the regular course, and much beyond the wants of the kingdom, is, that next year the amount fell more than half, say from $1,823,821 in 1858, to $759,868 in 1859.

A considerable portion of both the domestic produce and foreign merchandize exported in 1859, went to Victoria, Vancouver's Island, which is becoming an important market for the production of these islands; the fact of there being no duties on imports into Victoria, causes considerably more of both domestic produce and foreign merchandize to be shipped there from this port than would otherwise be the case; and when that port becomes well supplied with British and foreign goods, as it soon must, the merchants of Honolulu will find it their interest to purchase many goods there for which they now go to San Francisco, especially if Victoria continues to be a perfectly free port.

The importance to British commerce in this ocean, of keeping Victoria, Vancouver's Island, a perfectly free port, is exemplified by the fact (which although not shown by any actual returns I have the means of positively ascertaining) that considerable quantities of British and foreign merchandize are now yearly purchased in San Francisco and brought to this market for sale, having paid the United States duties there; as Victoria increases in importance, most of those goods will be found there, having paid no duties, so that there seems a great probability that a considerable portion of the very important trade now existing between Honolulu and San Francisco may ere long be diverted to Victoria. It is almost unnecessary to add that the same causes which tend to divert the trade between San Francisco and Honolulu, must have a tendency to divert the trade of other ports in the North Pacific to Victoria, and from San Francisco, thus giving to British merchants and ships a share in the trade of the North Pacific, which has been enjoyed, heretofore, almost exclusively by Americans. The imports into this kingdom, as will be seen by the return above referred to, from the United States, Pacific side, (San Francisco almost exclusively) amounted in 1859 to $351,878, being more than from all the rest of the United States, and more than from Great Britain.

The imports into this kingdom from Great Britain consist of almost every class of manufactured articles, beer, liquors, coal, iron, &c., and in amount fully maintained their ground in 1859, compared with imports from other countries.

The exports to Great Britain were last year nil.

The produce of the kingdom is shipped principally to the United States. This arises from two circumstances, first the nearness of San Francisco, and secondly from the fact, that the masters of American whaleships send their oil to their owners in the United States in large merchant ships, which are obtained at low rates in San Francisco, and these ships fill up with hides, wool, tallow, and other produce at low rates; in other words conveyances offer for the United States, while for England there are few or none.

As Victoria increases in importance, and English vessels arriving there will want cargoes home to England, this difficulty will probably soon be remedied.

SAXONY.

LEIPZIG.

Report by Mr. Crowe, British Consul-General at Leipzig, on the Trade of that City in the year 1860.

Though the trade of Leipzig during the last year suffered from the general depression consequent on the financial embarrassments which afflicted several states of the Continent, the results might have been less satisfactory than they are. The trade of 1860 did not equal that of 1858, but it showed a decided improvement over that of 1859. The annexed accounts (translated from the official returns furnished by the Custom-house) show an increase in the quantities of German and foreign goods brought to the fairs. The total quantity of German manufactures so brought on sale was, in 1859, 367,557 centners, and in 1860, 384,898 centners, exhibiting an increase in the last-named year of 17,341 centners, or 4·31 per cent. Of foreign manufactures, goods partly manufactured, and raw materials imported for sale, the amount in 1859 was 307,379 centners, and 327,143 centners in 1860, showing an increase in the last-named year of 19,764 centners, or 6·04 per cent. The sales of foreign goods for home consumption were, in 1859, 248,399 centners, in 1860, 265,401 centners, exhibiting an increase of 17,002 centners, or 6·4 per cent. The sales of foreign goods for exportation show a similar result, whilst in 1859 these were but 31,010 centners; they rose in 1860 to 32,797 centners, exhibiting an increase of 1,787 centners, or 5·4 per cent. Of the German manufactures brought to the fair, the sales, taken at two-thirds of the whole, would amount to 256,598 centners.

Of the foreign goods brought to the fairs, the quantities actually sold, whether for home consumption or for exportation, amount, according to the annexed Table, to a total of 298,198 centners.

The following is an estimate of the quantity and value of the British manufactures brought to the fairs in the course of the year, calculated at the same rate as in past years:—

	Quantity.	Value.		
	Centners.	£	s.	d.
Cotton Manufactures ($\frac{17}{20}$ of the whole quantity brought to the Fairs, at 22*l.* 10*s.* per centner)	17,971	404,347	10	0
Hardwares, coarse (the whole of ditto, at 6*l.* per centner)	2,732	16,392	0	0
Silk and Mixed Silk Manufactures ($\frac{1}{10}$ of ditto, at 225*l.* per centner) .	289	64,025	0	0
Woollen Manufactures ($\frac{9}{10}$ of ditto, at 30*l.* per centner)	14,517	435,510	0	0
Cotton Yarn (the whole of ditto, at 44*l.* per centner)	42,021	176,488	4	0
Iron Manufactures (the whole of ditto, at 2*l.* 5*s.* per centner) ..	4,295	9,686	5	0
Leather and Leather Manufactures ($\frac{6}{10}$ of ditto, at 15*l.* per centner) ..	2,042	30,630	0	0
Linen Yarn ($\frac{6}{10}$ of ditto, at 7*l.* 10*s.* per centner)	1,723	29,285	0	0
Linen, bleached (the whole of ditto, at 22*l.* 10*s.* per centner) ..	1,466·32	985	0	0
Woollen Yarn ($\frac{9}{10}$ of ditto, at an average of 11*l.* 5*s.* per centner) ..	34,689	389,751	5	0
Other manufactured Articles ($\frac{6}{10}$ of ditto on an average, at 22*l.* 10*s.* per centner)	17,211	387,247	10	0
Total	138,956	1,976,347	14	0

The total value, in British money, of the German manufactured goods brought to Leipzig on sale, and comprised in the annexed account, estimated at the same rates as in former years, is as follows:—

	Quantity.	Value.		
	Centners.	£	s.	d.
Cotton Manufactures, at £22 10*s.* per centner ..	85,526	1,825,235	0	0
Woollen ditto, at £30 per centner	127,022	3,810,660	0	0
Silk and Mixed Silk ditto, at £225 per centner	7,991	1,797,965	0	0
Other Articles, at an average of £22 10*s.* the centner ..	164,359	3,698,977	10	0
Total	384,898	11,131,937	10	0

Taking the sales for this year at three-fifths of the whole, the quantity sold within this year would be 230,938 centners, costing the sum of 6,679,162*l.* sterling.

The increase of the trade at the fairs in 1860 is no index to the state of the manufacturing interest in Saxony during the same period. The trade was carried on to a certain extent upon old stocks, and the manufacturers have little to say in favour of the year just expired. The depression which in 1859 arose from political disturbances, continued to exist in 1860, partly from the same causes, and partly because of the financial embarrassments in which several states of the Continent were involved. It is calculated that the manufacturers of Chemnitz, and other districts of Saxony, produced during the year just expired, less textile fabrics by 20 per cent. than in 1858. The cotton, woollen, silk, and linen manufacturers suffered much; the paper manufactures were worked at a heavy loss. The spinning establishments of cotton, woollen yarn, and silk thread had less to complain of. Raw produce was very dear throughout the year, but very good prices were paid for yarns of all kinds, of which considerable quantities (of German manufacture) were sold at the last Michaelmas fair.

The state of the money market during the year 1860 was remarkable. The rate of discount charged by the bank of Leipzig remained all the year round at 4 per cent. Money found no sufficient employment in trade or manufactures, and public confidence remained disturbed by political causes; investments in state paper or shares were small. On the other hand, the demand for inland and foreign bills (Prussian, Hamburg, Paris, and London) was very great. The result was, that thaler bills were negotiated lower than the bank discount, whilst bills on foreign places were discounted according to the rate of the market in which they were made payable.

There are in Leipzig several establishments, besides the banking-houses and Leipzig Bank, which discount paper. The Allgemeine-Deutsche-Credit-Austalt, the Weimar, Gotha, and Gera banks, assist Saxon manufacturers and traders by discounting their paper. The notes of the three last-mentioned banks are not legal tender in Prussia; they are in Saxony so long as these have branches in Leipzig which cash them. The credit of these banks is therefore chiefly employed in supporting the trade and manufactures of Leipzig, and is largely used by Polish and Danubian houses, whose agents here sell the bills of their principals, and with the money so obtained make purchases of goods in England. The high rate of discount in London and Paris has had till now no effect at Leipzig, or indeed on any of the German markets where the silver standard takes the place of that of gold. But still it acts so far, that it attracts unemployed capital towards purchases of bills on London, which on this account have risen to the high price of 6 dollars 23 groschen per pound sterling. These bills are not, however, discounted at the high rate of 8 per cent., now current in London, but at 6 to 6½ per cent., which is double the discount paid for thaler bills.

The Germans have not the English habit of keeping accounts at banks; and it is remarkable that the banks, with the exception of the Deutsche-Credit-Austalt, which has a deposit account of 800,000 dollars (at 2 per cent.), are not eager to take deposits which they know not how to employ.

A continued speculation in Austrian securities and bank notes during the year 1860 has been universally remarked. This arises from the peculiar condition of trade, and the fluctuations of public and private securities in that country. Capitalists have been careful to avoid bills on Vienna, although the rate of discount has been as high as 5 per cent., for the simple reason that the paper has no basis in metal

Austria is a party to the German Mint Convention of January 24, 1857, which binds the Powers that signed it to issue no paper money which cannot be immediately exchanged for silver. Austria turned her state paper into bank notes, and declared at the end of 1858 that these notes were exchangeable for silver. But in April, 1859, when the war in Italy broke out, their resolution of 1858 was withdrawn, and the position of the empire is not such that the payment of notes in cash can be resumed for a considerable time. The result is, that Austrian silver money goes from the mint in Vienna to foreign countries. It is now common to see Austrian florins, half and quarter florins (respectively 20, 10, and 5 silver groschen) in circulation in Saxony and other German thaler lands. On the other hand, Austrian paper money (bank notes) sinks in value daily. this moment, 100 gulden in Austrian paper is worth here 67 to 68 gulden in silver. This state of things produces in Leipzig a brisk traffic in Austrian bank notes, which are partly sent to the towns on the Austrian frontier, and partly taken by traders who have to pay for goods purchased in Austria. As prices in Austria have not risen in proportion to the depression of the paper currency, the Austrian export trade in manufactures profits by the misfortunes of the state. For instance, the Austrian paper makers are able to sell their products in foreign markets which were hitherto closed to them.

An Account of the Quantites of Goods, the Manufactures of the States of the German Customs Union, brought to the Leipzig Fairs in the year 1860.

Articles.	New Year's Fair.	Easter Fair.	Michaelmas Fair.
	Centners.	Centners.	Centners.
Cotton Manufactures	15,978	34,647	34,911
Iron ditto	1,887	3,061	3,497
Yarn—Cotton and Woollen	1,025	1,575	1,574
Glass and Mirrors	1,314	2,383	3,150
Fine Wood Manufacture	632	1,529	1,365
Instruments	362	892	490
Made-up Clothes	704	538	925
Copper and Brass	555	288	762
Hardwares	1,971	6,296	9,543
Leather	9,332	26,028	23,833
Leather Manufacture	791	2,259	3,994
Linen ditto	5,166	9,203	10,316
Paper	1,563	2,122	3,421
Porcelain	1,240	3,167	3,730
Furs	1,128	877	1,686
Silk Manufactures	937	2,045	2,226
Mixed Silk ditto	466	930	1,387
Straw Manufacture	149	517	354
Carpets	69	433	180
Woollen Manufacture	25,801	43,225	57,996
Weighing Machines	1	220	186
Other Articles	1,718	1,964	2,385
Totals	72,788	144,199	167,911

An Account of the Quantities of Foreign Goods wholly or in part manufactured, and of Raw Materials for Manufactures, imported into Leipzig at and between the Fairs in the year 1860, and of those sold for Home Consumption and Exportation respectively (including the Goods remaining in warehouse at the close of 1859).

Articles.	Imported.	Sold for Home Consumption.	Sold for Exportation.
Manufactures.	Centners.	Centners.	Centners.
Cotton Manufactures—(chiefly British)	21,166	4,404	9,340
Hardware (British) Coarse	2,732	700	113
Fine	679	339	144
Finest	79	40	7
Silk Manufactures	2,895	1,214	1,058
Mixed ditto	2,239	674	788
Woollen ditto, plain	16,130	6,200	4,542
„ figured	2,784	922	959
Cotton Yarn	42,021	32,373	5,750
Iron Manufacture	4,295	1,987	1,060
Glass ditto	2,044	1,485	83
Wood ditto	960	822	131
Instruments	199	172	2
Clothes	66	4	47
Copper and Brass Manufacture	321	312	6
Leather and Leather ditto	3,404	1,698	434
Leather Gloves	6	6	..
Linen Yarn	2,873	2,775	43
Linen, Bleached (British)	1,466	387	666
Cambric, Tape, &c.	64	28	14
Paper and Works of Paper	399	308	35
Silk, Twisted and not Twisted	151	151	..
Straw Manufactures	261	182	22
Porcelain and Earthenware	215	163	21
Wax Cloths	2,730	1,161	879
Woollen Yarn	38,544	34,922	2,563
Carpets	1,151	56	638
Other Articles	28,686	27,792	545
	178,600	131,361	30,190
Raw Articles.			
Cotton Wool	45,225	45,225	..
Drugs, Chemicals, Dye Stuffs	44,067	42,288	747
Raw Hides and Skins	38,046	35,476	1,860
Cocoa-nut and Palm Oil	12,266	12,238	..
Sheep's Wool	8,959	8,813	..
Grand Total	327,143	265,401	32,797

Report by Mr. Ward, late British Consul-General at Leipzig, on the Leipzig Easter or Jubilate Fair, 1860.

This fair began April 23rd, and lasted the usual term of three weeks. A good fair could not be expected, on account of the uncertainty of European politics, which has for so many months past exercised a depressing influence upon commercial speculation, and upon the consumption of industrial products in Germany. Until the general confidence in the permanence of peace is restored, no branch of trade can be very brisk or thriving in this country. The fair was, besides, unfavourably affected by the stagnation of business in the Danubian Principalities, and by the absence of purchasers from the United States of America. The vendors were obliged to rely chiefly upon the German customers; and in some articles of primary necessity, such as leather and coarse cloths, the sales were by no means inconsiderable; but all objects of luxury and ornament hung heavily on hand, and the general results are pronounced to have been decidedly under those of an average fair.

Of leather the supply was large, and went off pretty quickly, though at reduced prices. The Austrian purchasers were held back by the unfavourable state of the currency in Austria, which occasions a loss of about 26 per cent. to them when making payments in other German States. Sole leather was from 6*s*. to 12*s*. per centner* cheaper, and neat's leather 2½*d*. per lb. cheaper than at the Michaelmas fair. The prices actually realized were, for—

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* 1 Centner or Quintal, equal to 110¼lbs. avoirdupois.

	per	£	s.	d.		£	s.	d.
Prime Luxemburg and Malmedy Sole Leather .	centner	9	18	0	to	10	4	0
Inferior ditto	„	8	14	0	„	9	6	0
Prime Siegen and Rhenish ditto	„	9	12	0	„	10	4	0
Inferior ditto	„	8	8	0	„	9	6	0
Prime Eschwege ditto ..	„	7	4	0	„	8	2	0
Inferior ditto..	„	6	6	0	„	6	16	0
Prime Cow Leather	„	8	5	0				
Inferior ditto..	„	6	0	0				
Neat's Leather	lb.	0	1	7				
Brown Calf Leather	„	0	2	10				
Harness Leather	„	0	1	6				

Of black calf leather the supply was deficient, and the prices therefore higher than brown kips. White and sheeps' leather fetched about the same as at Michaelmas.

Raw hides and skins have fallen in price, on account of the large stocks in warehouse at the sea-ports, and the abundance reported to be forthcoming in the producing countries. Kip-skins are declining here, as they have in England; German ox-hides, heavy and well-dried, fetched 4*l.* 16*s.*, and cow-hides, 4*l.* 4*s.* per centner; horse-hides, according to quality, from 4*l.* 16*s.* to 5*l.* 14*s.* per centner; prime calf-skins at 22*l.* 10*s.* and under; prime kid-skins went at from 10*l.* 10*s.* to 11*l.* 14*s.* per hundred skins; German hare-skins fetched about 3*l.* 9*s.* per hundred.

Woollen cloth was depressed, not only on account of the political apprehensions, but in consequence of the American market being greatly overstocked; it appearing, by the last accounts, that at the end of March no less than 60,000 pieces of German cloth were lying there in warehouse unsold. From Switzerland and Italy no purchasers appeared. The manufacturers were therefore prepared at this fair to make sacrifices in price; and being able to sell little for exportation, were forced to rely upon their German customers. The supply of cloth at the fair was about 150,000 pieces,[*] of which less than the half were sold. The sorts most in demand were the winter coatings and double stuffs of Grossenhayn, and the middling cloths made at Werdau, Oschatz, Crimmitschau, Forste, &c. Middling cloths fetched from 2*s.* 6*d.* to 3*s.* 6*d.* per ell. Prices ranged generally from 3*d.* to 6*d.* per ell cheaper than at the Michaelmas fair. Buckskins of light colours were in good demand, and those of solid fabric and tasteful patterns fetched remunerative prices. Summer stuffs came in large quantities, the manufacturers' stocks being considerable. Zephyrs and three-quarter cloths went tolerably, though at reduced rates. With merinos, thibets, paletôt stuffs, and the finer woollen articles of dress chiefly of Saxon fabric, the market was overstocked, and they therefore remained mostly on hand. Poils de chevre was quite neglected; but barège was more asked for, and the mixed woollen stuffs of Glauchau and Meerane went on the whole pretty well. The Leipzig Cloth Market is chiefly supplied by the Saxon and Prussian manufacturers from the central parts of Germany. Twenty years ago a great deal of Netherlands cloth was also brought here; but this has gradually fallen off, on account of the general disuse of coloured cloths, of which the stocks brought from the Netherlands principally consisted. Black cloths, however, and croisés still come here from Verviers, and the clothing districts of Belgium; and these are of excellent quality, and would doubtless have found purchasers, had it not been for the overstocked state of the foreign markets.

In linen, the business transacted was small, especially in the finer sorts, and was confined chiefly to German purchasers from the districts round Leipzig. Only a small part of the usual sales were made to East Prussia, and none to Russia, Poland, or the Danubian Principalities, the financial circumstances of those countries being such, that the holders of linen were not disposed to risk sales on credit. Prices were, of course, low and unremunerative. The Bielefeld wares on this occasion consisted mostly of ready-made clothes, either wholly of linen, or of mixed linen with cotton. The protective system of the German Customs-Union, which checks the importation of foreign yarn, is now generally acknowledged to have worked unfavourably for the linen-manufacturers, and still more so for the weavers, whose wages have been so reduced, that an artizan earns with difficulty 2*d.* or 3*d.* for a day's work of sixteen hours, and the condition of the spinners by hand is even worse. Irish linen continues to find its way to the German markets, although at this fair the sales of it were small, owing to the prevailing commercial depression.

Cotton manufactures of every description went badly. Manchester wares (of which some 5,000 or 6,000 centners[*] were at the fair) were in little demand, either for exportation to the East or for German consumption. The Swiss calicoes, like the British, are now consigned directly to the East without making use of Leipzig as an *entrepôt*. Printed cottons and calicoes are now produced in Germany to an extent which much exceeds the limits of the home demand, and the manufacturers are therefore obliged to look to foreign markets where English competition has met them at every turn. However, the Berlin printed calicoes have begun to find their way into the Danubian Principalities and the Levant, their printing being quite equal, if not superior, to that of the British article; and at present, the chief hinderance to competition with British calicoes is the comparatively high price in Germany of the raw material. Cheap plain calicoes are now brought from Switzerland to be printed in Germany, and from thence re-exported to Italy, where they compete successfully with those printed in England; and in the same way, such stuffs are also now pretty largely imported from England by Hamburg houses and printed at Berlin, in order for re-exportation to Turkey and the East. At this fair, however, the demand for German cotton-stuffs for exportation was extremely limited, and what sales were effected were almost entirely to home customers. Cotton hosiery for exportation went also badly.

Silk manufactures and ribbons felt especially the want of the foreign customers. Silks have for several years past been suffering from the dearness of the raw material, which obliges the manufacturers to demand prices so high as to check consumption. The times appear unfavourable to the sale of articles of luxury, amongst which silk-stuffs hold a prominent place.

The Saxon lace, tresses, point d'Espagne, &c., suffered also from the absence of the Wallachian and Moldavian purchasers. English lace was also in little demand. The white-wares and embroidery, made so extensively in Saxon Voigtland, also made a bad fair.

Guns, and other descriptions of arms, now come to these fairs in large quantities from the Prussian manufactories at Suhl and elsewhere, which are also pretty fully employed on account of the German governments. Last year arms were sent largely to Austria, but the depreciation of the currency forms at present no light disadvantage in consigning them to any part of the Austrian empire.

Of sheep's wool brought from Hungary, the Danubian provinces, and Russia, about 2,400 centners were sold, at prices from 9*s.* to 24*s.* per centner higher than at the beginning of the year. The combing wool was taken by the Augsburg spinning-mills, the clothing wool by the Saxon and Prussian manufactories.

The fur and peltry market was more animated than some other branches of trade, though its general results were far from brilliant. German foxes' fetched from 2*l.* 8*s.* to 2*l.* 11*s.* per bundle; otters', 6*l.* 15*s.* to 7*l.* 10*s.* per bundle; free-martens', 24*l.* 15*s.* to 28*l.* 10*s.*; rock-martens', 19*l.* 10*s.* to 20*l.* 8*s.*; iltis', 8*l.* 14*s.* to 9*l.* 15*s.* per chamber, according to quality. The furriers had sold little during the winter, consequently they bought only to fill up deficiencies in their stocks. Musks and rabbits were in the most demand; beavers and seals were also asked for; neutria less so. Heavy furs, American and Russian, such as bears, wolves, and racoons, have fallen in price, and the sales were limited. The Greeks bought much less cat-furs than they usually do. American foxes, lynxes, white-foxes, and Hamster rats, for linings, were bought chiefly on Austrian account, the Orientals taking very little. Of black furs, those called Persian were in great demand for France, and fetched 100 per cent. more than at last year's Easter fair. Of Russian hare furs, about 500 bales were in warehouse from old stocks, but no further supplies came; and the prices demanded in Russia were reported so high, that few sales were effected here. The fur-market is usually kept on for a week or two longer than the general fair, and some further importations of Russian furs may yet be made.*

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[*] Of Saxon Cloth about 4, and of Netherlands Cloth about 3, pieces go to the Toll-Centner.

[*] The quantities cannot be given exactly until after the close of the year, when they will be stated in my Annual Report on Trade.

Hogs' bristles from Russia and Poland went off quickly at good prices, being brought up chiefly on French account. India-rubber wares of English, American, and French manufacture were in great demand for exportation. The remaining articles which came to the fair, such as cutlery and hardwares, both British and German, glass and porcelain, straw, paper, and woodwares, clocks and watches, and the innumerable objects retailed in the booths, were all affected by the general depression, and the vendors were for the most part disappointed. Of such articles as cotton and woollen yarns, dye-stuffs, and chemical products, it may suffice to say here, that they continue to be pretty largely brought to Leipzig (as the annual trade-returns will show); but their importation is spread over the whole year, and is little dependent upon the periods of the fairs. Half-manufactured articles and raw materials find a convenient mart in this city for the supply of the manufactories of Bohemia, Saxony, and the neighbouring districts of Prussia and Bavaria.

Money was not scarce during the fair. Bills were easily discounted at 4 per cent., and money on pledges was obtained at $4\frac{1}{2}$ per cent. The course of exchange for three-months' bills on London was 6 dollars $17\frac{1}{2}$ neugroschen = 1*l.* sterling. Stocks and shares have not yet risen to the level at which they stood before the war in Italy broke out; but they are considerably higher than they were at this period of last year. The Leipzig Bank shares, which paid 6 per cent. for 1859, now stand at 143 per 100 dollars. The Credit-Mobilier institution (last dividend 3 per cent.) stands at 58 per 100-dollar share. The Leipzig-Dresden Railway shares are at 210, and the Magdeburg-Leipzig at 181 per 100 dollars, having paid dividends, the former of 16, and the latter of 12 per cent., for the year 1859. The Vienna National Bank notes, payable in Austrian currency, were at a discount of 25 per cent. on the Exchange of Leipzig; nor can they be expected to recover from this depreciation until a better proportion shall be established between the silver and the notes of the National Bank, whose stock of silver was, according to the last monthly return, only $80\frac{1}{2}$ million florins†, whilst its paper circulation amounted to about $450\frac{1}{2}$ million florins. The National Bank of Prussia, on the other hand, stands in a very favourable position, inasmuch as at the last monthly balance, its stock of bullion was about 64 million dollars, and its paper circulation under $75\frac{1}{2}$ million dollars.

The activity of the Saxon General Post-office continues to increase, the number of letters, cross-bands, and patterns forwarded by the post, within the year 1859, having exceeded eleven millions. The declared value, however, of the moneys and securities forwarded by the post has somewhat fallen off, the amount having been 29,014,894*l.* sterling. The number of telegraphic messages conveyed by the Saxon lines, in 1859, was 121,010, of which 61,726 belonged to Saxony only, and 59,884 went through other States also. This number of telegraphic messages was 27 per cent. less than in the previous year.

Within the last few years a great many new joint-stock companies have been formed in the kingdom of Saxony for industrial objects, especially for coal and other mining operations. The following is a summary of such companies as now existing within the kingdom, and of the capital invested in them.

Object of Companies.	No.	Subscribed Capital.
		$
Coal Mining (of which 3 insolvent) ..	54	14,826,840
Brown Coal Mining (of which 1 insolvent)	2	240,000
Metallic Mining	2	1,650,000
Marble, Sandstone, and Slate Quarrying.	8	1,130,000
Banking	2	13,000,000
Insurance	5	5,250,000
Railways	6	9,170,000
Spinning, Cotton, and Wool	3	1,850,000
Beer Brewing	8	2,010,000
Gas Manufacture	13	497,000
Paper ditto	3	1,225,000
Steam Navigation	1	218,750
Clocks and Watches	1	15,000
Wine	2	200,000
Rum	1	50,000
Glass Blowing	1	500,000
Total	112	51,832,059*

The book fair was held as usual in the last week of the general fair, and the attendance of German booksellers in their Exchange was pretty numerous. According to the authorized catalogue, the number of new books, maps, and works of art brought out in Germany within the last year (from Easter 1859 to Easter 1860), and registered in Leipzig, was as follows (reckoning each book or publication as a single copy only), viz.:—

Actually published	9,650
Announced as forthcoming ..	670
Total	10,320

which is very nearly the same as the total number of publications in the previous year, so that the book-trade does not appear to have suffered from the political excitement produced in Germany by the Italian war.

The utility of the German fairs at the present day is questioned by many; and it must be admitted, that since Germany has been intersected with railways in all directions, and the facilities for travelling and for the conveyance of merchandize have become so great, the necessity for continuing these periodical marts is not very obvious. The great advantage of the Leipzig fairs in former times was their convenience as stations of free *entrepôts* for foreign goods; but now the quantities of foreign goods which arrive during the fairs is comparatively small, and the foreign trade of the place goes on through the whole year, with the liberty of warehousing the goods and giving security to the Customs-department for payment of duties, the merchants keeping running accounts with the customs, according to what is called the *contirungs-system.* In fact, the privileges formerly confined to the periods of fairs have, subject to fixed regulations, been practically extended to the whole year. There is, therefore, much to be said in favour of the petition lately presented by the Mercantile Corporation of Berlin to the Prussian Government, praying for the abolition of all German fairs, and for the extension of the *contirungs-system* to Berlin, in order that the Prussian capital may become an *entrepôt* for foreign goods in transit, in the same way as Leipzig and other old established commercial marts. No good reason can be given, under existing circumstances, why the privilege of warehousing goods within the German Customs' Union should be exclusively limited to places where fairs have been accustomed to be held.

Report by Mr. Ward, late British Consul-General at Leipzig, on the Leipzig Midsummer Wool Fair of 1860.

This fair was held on the 15th and 16th of June, and was remarkable for the small quantity of wool brought to market, which was under 15,000 stone, or 5,000 centners,† being less than half the quantity brought to the last year's fair. The cause was said to be that a great many proprietors of sheep-walks had already sold their wool by private hand, in order to save themselves the trouble of bringing it to market.

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* The value of the German furs at market was about £225,000; that of the American furs £150,000; that of the Russian furs has not yet been ascertained.

† 1 Florin, equal to 2*s.* sterling.

* Or in sterling money, £7,774,888.

† 5 Stone, equal to 1 Toll Centner, or $110\frac{1}{4}$ lbs. avoirdupois.

The rise of price, as compared with this time in last year, was in general from 9*s.* to 12*s.* per stone, and in some special cases as much as 14*s.* and 15*s.* per stone. The wools were not so well washed, or picked, as usual. The fleeces were also rather deficient in weight. The purchasers came mostly from the States of the German Customs'-Union, and there were some from Belgium and France, but no English purchasers were heard of.

The prices actually paid for the different sorts of wool ranged as follows:—Fine wools, per stone, 55*s.* 6*d.* to 63*s.* 6*d.*; middling fine, ditto, 48*s.* 6*d.* to 55*s.* 6*d.*; coarse, ditto, 43*s.* 6*d.* to 48*s.* 6*d.*, exclusively of the few lots which, on account of their peculiar excellence, realised still higher rates, as already stated.

Fine wools were more in demand than the inferior and ordinary sorts, which is attributable to the circumstance that in Saxony, as well as in Silesia, fine-woolled sheep are now bred much less than formerly, and attention is more given to a larger and heavier kind of sheep yielding combing-wool of a coarse quality. This is not surprising, when it is considered that England now takes so much of her fine wools from Australia, and that the United States of America, France, Russia, and Hungary, all encourage the breed of fine-woolled sheep to much larger extent than heretofore. But a great deal of combing-wool still continues to be bought on English account at the German fairs.

SIAM.

BANGKOK.

Report by Mr. Knox, British Acting-Consul at Bangkok, on the Trade, &c., of Siam.

Exports.

Rice.—The cultivation of rice is entirely in the hands of the Siamese, and there is not much probability that the amount at present produced will be largely increased for some years to come.

The Siamese population of this country is nearly, if not quite, stationary, and the greater part of those whose time will admit of it are already engaged in its culture. Much more would be grown if the people were masters of their own time; but it must be borne in mind that every Siamese male is obliged to work for the king during three months of the year, and that there is no absolute certainty at what time he may be called to do so. Beyond the regular service the men are often called on to attend the kings on any journey they may make; and although the number so called is not so numerous as was formerly the case, owing to their majesties having provided themselves with steamers, and being able thereby to dispense with the manual labour required for propelling the royal barges, yet the very liability of being so called prevents many from growing more rice than they require for their own consumption, as it might be left, as I have often seen it, to rot on the ground, while the unfortunate owners are toiling for others far away from their homes.

The rice shipped to China is only partially cleaned, and is valued in that country according to its freedom from husk. Siam rice at one time fetched a high price in China, in comparison with that of other countries, owing to its greater purity; but it has been lately gradually deteriorating, and for the last month, during which time it has been largely in demand, that which has been offered for sale has been of a very inferior description.

Siam rice is too small in the grain, and too much broken in the cleaning, to be of much value in the English market; its high price, owing to the great demand for China, has also hitherto prevented its being sent to that country; but during those years, when China produces sufficient of the grain for her own consumption, Siam rice may become an important item of export to Great Britain:—

Year.	Piculs.	Cwts.
1857	972,461	1,157,658
1858	1,150,835	1,372,774
1859	830,259	998,420
Total ..	2,953,555	3,528,852
Average ..	984,518	1,176,284

Sugar.—There are three descriptions of sugar produced in Siam, viz., clayed and muscavado from the province of Nachonchasee, and clayed from the province of Petriuh. All these are well known in the English market.

The first description (clayed Nachonchasee) is the best. The grain is bold, and the sugar possesses a large per centage of saccharine matter. The colour is moderately good, and the bulk of the production consists of sugar, about equal, I am informed, to the Dutch number 14/15. The better qualities are procurable to a less extent, and have hitherto been in great demand for the Bombay market, where it is much esteemed by Persian Gulf traders; but at the present time, owing to the heavy tax levied on it by the Indian Government, the demand for that quarter has become much restricted.

Petriuh sugar is inferior to that of Nachonchasee; the cane is poor, and the sugar is of a dingy hue, which becomes darker by keeping. The price, however, is proportionally lower than the better kinds, and it forms a favourite article of shipment to Great Britain, to which country the finest kinds are rarely sent, owing to the extra duty levied on all sugar finer than number 16, Dutch standard.

Muscavado or unclayed sugar is mostly in demand for China. In the early part of the season it is light in colour, and approaches to a reddish brown, but towards the close it becomes black and treacly.

This description is in less demand than formerly for Great Britain, as it stands the long voyage badly, and loses heavily in weight.

Of all the productions of Siam this is undoubtedly the one most capable of extension. Unlike rice, which is cultivated by the Siamese, this article is almost entirely in the hands of the more enterprising and laborious Chinese; and as their time is their own they, more fortunate than their Siamese brethren, are able to devote it to whatever pursuit may be found most profitable.

It is also more than probable that the present supply of cane might be made to produce a much larger quantity of sugar, if proper machinery was employed in the manufacture. At present everything is rude and ineffective; the crusher is of teak wood, which extracts the juice imperfectly, the furnaces have large apertures for the introduction of the fuel, and much waste of heat is the consequence; besides which, the introduction of even a drum engine would enable the manufacturer to convert his low sugar into a better quality at comparatively little expense. An American engine was set up some years ago, but as it was ill adapted to the purpose required, and was placed in the hands of those who were ignorant of its management, it unfortunately failed.

This year the cane is said to have suffered much from drought, so that its production will probably be below that of the last few years.

Exports of Sugar.

Year.	To Europe.		To Bombay.		To Singapore.		To China.		Total.	
	Piculs.	Cwt.	Piculs.	Cwt.	Piculs.	Cwt.	Piculs.	Cwt.	Piculs.	Cwt.
1857	48,705	57,983	21,955	26,137	49,367	58,772	10,578	12,593	130,605	155,485
1858	36,768	43,772	28,710	34,179	55,000	65,476	38,628	45,987	159,106	189,414
1859	59,322	79,623	22,873	27,230	59,288	70,582	64,242	76,480	205,725	244,915
Total	144,795	172,378	73,538	87,546	163,655	194,830	113,448	135,060	495,436	589,814
Average	48,265	57,459	24,513	29,182	54,552	64,943	37,816	45,020	165,145	196,605

Sapan-wood.—The sapan-wood of Siam is said to be the best known. It is cheap, and can be had in large quantities.

The thick and heavy wood goes to China, where it is preferred to the small wood, which is esteemed by the English.

The larger description, of which three or four sticks go to the picul, sells at from eleven to eleven and a-half salungs for that weight; and the smaller sort, which requires eight to nine pieces to make a picul, fetches from eight to seven and a-half salungs for the same quantity.

Pepper.—Siam pepper is much liked in China, and as it brings a better price there than in Great Britain; but little of it is exported to the latter country. It is grown in the district of Chantibun, the Governor of which has, by his rapacity, considerably checked its production.

Silk.—The silk of Siam, which comes from Korat, a province to the north-east of Bangkok, is of too coarse a description for the English market. It is principally sent to Surat, where it fetches a good price.

Teak-wood.—The teak-tree abounds in the forests of northern Siam. It is cut down in the dry season, and floated to Bangkok when the rivers are flooded. The usual method employed by those who bring the rafts to Bangkok is as follows:—

On reaching the district where the timber is grown they engage with persons residing there for a certain number of logs to be brought alongside their boats. The price to be paid is laid down by royal ordinance. When a sufficient number to form a raft has been obtained, the purchaser hires men to bring it to Bangkok, for which he pays at the rate of 80 ticals a raft, the owner being at any loss that may occur, or at the rate of 1 tical a log, in which case the men engaged make good all deficiencies. The transit duties are paid *en route.* I append a list of them, as well as of the prices of the logs, as regulated by the king.

Considerable caution is required in purchasing teak logs at Bangkok, as many of them are hollow within. This fact is very often adroitly disguised by plugging up the holes in such a manner as to escape any but the minutest inspection. The price of teak plank at Bangkok is per yoke, a Siamese measure, containing 169 superficial feet:—

Inches ..	1	2	3	4	5	6 planks.
Price . ..	11	23	31	39	47	59 ticals.

Return of the Price of Teak Logs in the Districts where they are produced, as regulated by Royal Ordinance, and the Transit Duties levied on them *en route* to Bangkok.

Circumference.		LENGTH.																							
		19 feet 6 inches.						26 feet.						32 feet 6 inches.						39 feet.					
		Price.			Duty.			Price.			Duty.			Price.			Duty.			Price.			Duty.		
ft.	in.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.
1	8	0	2	0	0	1	0	1	0	0	0	2	0	1	2	0	0	3	0	3	0	0	1	0	0
2	0	1	0	0	0	2	0	2	0	0	0	3	0	3	0	0	1	0	0	4	0	0	1	1	0
2	4	2	0	0	1	0	0	3	0	0	1	1	1	4	0	0	2	0	0	6	0	0	2	2	1
2	8	3	0	0	1	1	1	4	0	0	2	0	0	6	0	0	2	2	1	8	0	0	3	0	1
3	0	4	0	0	2	0	0	6	0	0	2	2	1	8	0	0	3	2	1	10	0	0	4	1	1
3	4	5	0	0	2	2	1	8	0	0	3	2	0	10	0	0	4	1	1	13	0	0	4	2	1
3	8	6	0	0	3	2	0	10	0	0	4	0	0	12	0	0	4	3	0	14	0	0	6	1	1
4	0	7	0	0	4	0	0	12	0	0	4	3	0	16	0	0	6	1	1	18	0	0	8	0	0
4	4	8	0	0	5	1	0	14	0	0	6	2	1	20	0	0	7	2	1	22	0	0	8	3	0
4	8	9	0	0	5	2	1	16	0	0	7	2	1	24	0	0	8	3	0	26	0	0	10	1	1
5	0	10	0	0	6	3	0	18	0	0	8	3	0	28	0	0	10	2	1	30	0	0	12	0	0

Circumference.		LENGTH.																	
		45 feet 6 inches.						52 feet.						58 feet 6 inches.					
		Price.			Duty.			Price.			Duty.			Price.			Duty.		
ft.	in.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.	tls.	s.	f.
1	8	4	0	0	1	1	0	5	0	0	1	2	0	8	0	0	2	2	0
2	0	6	0	0	1	2	0	8	0	0	2	3	0	10	0	0	3	2	0
2	4	8	0	0	3	0	1	10	0	0	4	1	1	13	0	0	5	0	0
2	8	10	0	0	4	1	1	12	0	0	5	0	1	17	0	0	6	1	1
3	0	14	0	0	5	2	1	16	0	0	6	3	0	21	0	0	7	2	0
3	4	18	0	0	6	3	1	20	0	0	7	2	0	30	0	0	8	3	0
3	8	22	0	0	8	0	0	24	0	0	9	2	0	32	0	0	10	0	1
4	0	26	0	0	9	2	0	28	0	0	10	0	1	36	0	0	11	0	1
4	4	30	2	0	10	1	1	32	0	0	12	0	0	40	0	0	13	0	1
4	8	34	2	0	12	0	0	36	0	0	13	2	0	44	0	0	16	0	0
5	0	38	2	0	14	1	1	40	0	0	16	0	0	48	0	0	17	2	1

The tical weighs 236 grains troy; it is worth about 2*s.* 6*d.* Four salungs make a tical, and two fuang equal one salung.
All logs beyond the length of 58 feet 6 inches are seized by the Duty Farmer, and bring large prices for masts.

The average price of square logs is 36 ticals per ton of 50 cubic feet.

It will be seen by the foregoing Table that the inland duties are very heavy. The present farmer of these duties is Prince Krom Illuang Wongsa, a brother of the king's, and the most influential person about him. The terms on which he took the farm were to supply His Majesty with as much of the timber as he required, which, as several royal steamers have lately been constructed, must have come to a considerable quantity.

Three vessels have taken this timber to Bombay this year; and one large vessel, principally loaded with teak, left this for France in September last.

Along the coasts of the Siam gulf a large amount of timber, exceedingly well adapted, both from its toughness and shape, for ships' knees, is obtained in great quantities, and can be had at Bangkok during all times of the year, at reasonable rates.

Imports.

The trade in foreign goods, previous to the treaty, was conducted by only a few persons, who were usually Chinese, and was, I believe, very profitable. The trader shipped the produce of this country to Singapore, and with the proceeds purchased a return cargo, which, on arrival of the vessel at Bangkok, was sold alongside for cash, at prices considerably higher than can be obtained for the same goods at present. The quantity imported varied considerably at different periods, and depended very much on the amount of articles exported.

On the conclusion of the present treaty an active export trade at once arose. The communication between this port, China, and Singapore, became regular and frequent, affording to all, who wished to do so, the opportunity of shipping goods. This advantage was eagerly seized, not only by the Chinese merchants of Bangkok, but likewise by their countrymen residing in Singapore; and large shipments were made to this place, not so much with a view of making a profit on them as of providing funds for the purchase of Siamese produce, an arrangement greatly facilitated by the practice of buying on credit at Singapore, and selling for cash on arrival here. Prices of imports immediately fell, and during the whole of 1857 the consumption was stimulated to its utmost.

Up to the year 1858 the trade of this place had been almost entirely in the hands of the Chinese, or Siamese connected with them; but in that year the demand for the principal articles of export became much restricted, and foreigners succeeded in diverting a large portion of it into their own hands. It no longer suited the

Chinese trader to import his own goods at a loss, as no gain was to be had on the export cargo. The foreign merchant then began to import; and one British house in particular introduced a considerable quantity of manufactured goods. During the last two years they have been gradually extending their business; and although the old system is not yet fully shaken off, yet little doubt can exist as to the establishment of a regular and profitable trade with Great Britain, which will avoid the cost of transshipment at Singapore. This trade will most probably be entirely in the hands of British merchants.

The usual Manchester goods are well adapted for this country. The coarse cloths, such as grey shirtings, maddapolams, are of largest sale. British silks and fabrics, partly of silk and partly of cotton, are not liked by the Siamese. Possibly they may be introduced with success hereafter; but in the meantime these goods are brought from China, and their consumption is large.

It is not possible to shew the relative amount of goods imported into Siam during the last three years, as the Tables for 1858 do not include imports by Siamese vessels, whereas those for this year do contain them; and it happens, that owing to a Chinese merchant of this place having a steamer running regularly between Bangkok and Singapore, that a large amount of British goods have been imported in Siamese vessels from British India.

From Surat are drawn large supplies of palai, the principal article of Siamese clothing—to many the only one they possess. It consists of Manchester cloth, dyed in Surat; but I have been informed that attempts are being made to have that process performed in England.

From Batavia are imported a large quantity of glassware, knives, ornamental crockery, and water coolers, in return for the cargoes of salt fish exported hence to that country.

From China are derived vases, trays, and water-basins, some in silver, but mostly in brass. Of this latter metal is composed a great variety of articles in daily and universal use amongst the Siamese. Wooden boxes of various descriptions, gold leaf, and gold in bars, come also from that country; many articles imported from whence might, there is little doubt, be better, and equally as cheaply, fabricated in England.

From the United States of America the Siamese have procured the greater number of their steam-engines; but it will, I think, be found that for the future such articles (the demand for which can never be expected to be large) will be ordered from England.

With regard to imports into Siam, it must be borne in mind that as far as foreigners are concerned, this trade is only in its infancy. Many articles that have hitherto been exclusively obtained from China and Batavia, it will probably be found, can be equally profitably procured from Great Britain. Besides which, there can be no doubt but that the Siamese are daily acquiring a taste for articles of European manufacture, and a wish to supply themselves with something more in the way of dress than that at present worn by them, which is only sufficient for the purposes of decency.

The value of imports into Siam have been during the year 1859:—

	£
British	212,995
American	78,781
Siamese	210,000
Other Nations ..	41,929

Exchange.—There can be, I imagine, few places of equal commercial importance, where the variations of exchange are so extreme as in Siam. Thus, in the early part of November last, bills on London were easily saleable at 2 per cent. premium on current Singapore rates; whereas in December the same bills were difficult of sale at 2 per cent. discount.

Towards the end of last year great difficulty was felt in making remittances. It was imagined that the tical of the country had become depreciated, and hence all feared to export it; and had not a brisk demand arisen for rice, owing to the failure of the crop in China, serious inconvenience might have been the consequence. As a general rule, the exchange is in favour of the buyer; and it frequently happens that bills are not negotiable. This occurs when produce is in brisk demand, as the foreigner has then need of all his capital for his own purchases.

It follows, therefore, that the person who receives his salary in British sterling is, on the whole, a considerable loser, and that to a greater extent than those paid in the same manner at Singapore or China; for in addition to the variations constantly occurring in those parts, he has the difference between them and this country, which is at the most times very unfavourable to him.

The difficulty of exchanging dollars into ticals, which, during a great part of the year 1858, threatened to cause considerable embarrassment, is no longer felt. The officers of the king's, notably those engaged about the mint, have lately been very active in offering to exchange ticals for dollars, at the rate of 5 ticals for 3 dollars; and although it is known that the recoining of the dollar purchased at this rate into ticals would leave a profit, yet it is very generally suspected that those engaged in the process add to their gains by mixing more alloy with the metals than that formerly used.

The coining-press lately arrived from England has not yet been set up. It is expected, however, that it will be got in working order during the course of the present year. The old tical will then be called in, and it will be very necessary that the standard of the new coin be properly defined, and not afterwards depreciated; otherwise, if the imports of this country should exceed its exports, which is not unlikely to occur during some years, and remittances have to be made in ticals, considerable loss will accrue to those who export them. There is, however, every reason to suppose that the future depreciation of the coin will be prevented.

Siamese Shipping.—The Siamese shipping of Bangkok having suddenly sprung into considerable importance, any report neglecting to mention them would be incomplete.

There are now 64 vessels, with a burden of 24,529 tons, sailing under the Siamese flag, all but 15 of which have either been built or purchased during the last two years. These vessels are constructed after European models, and sail and carry well. Twelve of them belong to the kings, in which case they are usually chartered by Chinamen; the rest are the property of the Chinese merchants themselves, and invariably carry their own cargoes.

It has hitherto been customary for them to make, at most, two voyages during the year, one to China, and one to Singapore; but I see that this year, many of them are again loading for the former place, to which destination they will have to proceed, against the north-east monsoon, a feat never yet attempted by any Siamese vessel.

I have been given to understand that these vessels have not been profitable during the last year, and I see that ship-building by Siamese and Chinese has, for the present, been entirely discontinued at Bangkok. Many are, however, still inquiring for cheap foreign vessels, a description of property which almost invariably finds a purchaser at this place.

It has yet to be shown if Siamese vessels can successfully contend against foreign shipping. I myself do not think they can. They have, hitherto, been only run with a favourable monsoon, and consequently have sustained but few losses; but now that it is intended to engage them in more perilous pursuits, it is more than probable, that the evils springing from being badly commanded and manned will become fully apparent, and inflict, as the vessels are not insured, serious losses on the owners.

Many of the native merchants have shipped largely in British vessels. Those drawing not more than twelve feet six inches when loaded, are usually preferred, as their cargo can be put on board in the river.

In conclusion, it may be stated with confidence, that the trade of Siam, taking into consideration the limited population, which certainly does not exceed five millions, is daily rising in importance. The authorities have shown every wish to encourage commerce, and it is much to their credit, that while many of them have been contending with foreigners in its various branches, they have yet strictly observed the treaties which they have entered into with other nations.

The excellent relations which exist between the foreigners and natives in this place, is, I conceive, without parallel in the East, and there is every reason to believe that they will be long maintained. The Siamese willingly acknowledge that they have been greatly benefited by the changes that have taken place amongst them during the last few years, and the more intelligent look forward to the future of their country, and believe that there is every reason to expect that it will in the course of time assume that position, which its extraordinary fertility, and numerous natural advantages entitle it to hold.

SPAIN.

ALICANTE.

Report by Colonel Barrie, British Consul at Alicante, on the Trade of that Port during the year 1860.

During the last sixteen years the population of Alicante has doubled, being now 30,000, and this chiefly since the opening of the railway to Madrid, which has naturally increased all kinds of traffic, so much that the Custom-house returns show this port to be the second in Spain in the amount of duties collected in 1860.

This prosperity has enabled the municipality to undertake the lighting of the town with gas, the conveyance of water in iron pipes from a distance, and the paving of the principal streets—three improvements greatly required, and which will be concluded within the next two months. The government has likewise furnished a steam dredge and tug, with twenty lighters, for the deepening of the harbour; to defray the expense of which the port dues have been doubled since the 1st January last.

The produce of the railway to Madrid in the year 1859 was 438,351*l.*, and the dividend 9 per cent. I have not been able to see the returns for 1860, but have been assured that there is an excess of upwards of 40,000*l.*

Thirty-one Spanish steam-vessels, periodically, enter this port, 13 which ply between Cadiz and Marseilles, and 3 direct from and to this, 12 from the Mediterranean ports to Great Britain and Germany, and 6 steam-packets to Havana.

The number of British vessels which entered this port in the year 1860 was 228, bringing chiefly coals, rails, and machinery, to the value of 206,479*l.* The exportations by these vessels, consisting of lead, wine, almonds, &c., only amounted to 29,335*l.* At the ports of Denia and Jabea, the importations in 125 British vessels were 382*l.*, consisting of coals (the only article except timber permitted), and the exportations, 159,969*l.*, chiefly in raisins.

I inclose a separate report from the Vice-Consul at Valencia, though the amounts are included in my return of the general trade of this consular district transmitted herewith.

BARCELONA.

Report by Mr. Baker, British Consul at Barcelona, on the Trade of his Consular District during the year 1859.

The navigation and trade of this consular district have given no signs of marked increase or decrease during the past year, and may briefly be said to have merely supplied the pressing wants of an active and well populated tract of country.

The importation of bread stuffs, sugar, cocoa, coffee, and other articles of primary necessity, has been strictly confined to the momentary requirements of consumption, and no speculation has been risked. It would thus appear that the unfortunate experience of 1856, 1857, and 1858, added to the critical condition of the money market of this city, have brought about this result, and it has been clearly proved that articles which had been always largely speculated upon, such as raw cotton from the United States, colonial fruits from Cuba, codfish from Denmark, and many other productions, national as well as foreign, have ceased altogether to be imported with this view.

Consequently the trade of Barcelona has been the mere regular supply of actual requirements, and even this quiet course has been pursued with much difficulty, owing to the constant scarcity of ready money prevailing throughout the city; an evil due entirely to the heavy draining of foregoing years still continued during 1859, in the shape of passive dividends on shares of joint-stock companies. Indeed, when it is considered that continuous calls have been made on the shareholders for serious amounts, by the numerous companies of that class existing in Barcelona and its neighbourhood, it becomes a matter of surprise how the ordinary transactions of commerce have been carried on with any ease, and how any mercantile house of this city, overburdened as they are with depreciated shares of every description, can possibly attend to its usual operations, previously conducted on a prudent and limited scale, but lately extended on a large and hazardous one.

Experience has, however, corrected some evils, and if the three railways to Saragossa, Valencia, and France, a matter for five years' work, are fairly terminated, the trade and commerce of Barcelona must be greatly developed, and the wants of Madrid itself, and vast tracts of the interior, will be chiefly supplied through this city and its port. It will be proper to state that the railway line to Saragossa will certainly be terminated in 1861; that the line to Valencia, through Tarragona, has to be commenced; and that to France, *viâ* Gerona and Perpignan, at present in course of construction by two rival companies, cannot possibly reach the frontier before 1863. These advantageous mediums of communication would still require the benefit of a spacious and secure port at their starting point; and this is the object of a plan which has neither been definitely agreed upon, nor much less approved of, as yet, though some preliminary works are already in course of execution, and its eventual cost is amply provided for beforehand by the heavy extra dues levied upon all vessels that visit this port, national as well as foreign.

I should state that the war recently declared against Marocco has seriously affected the commerce and navigation of this port during the last ten weeks of 1859; and I am informed that the diminution in the customs' revenue is already a clear proof of this unfavorable result. Out of forty steamers and upwards, of all classes and capacities usually engaged in the wants of the commerce of this city, twenty have been chartered by the government for transports and the general service of the war; and though the remuneration of their services is by no means unprofitable, still these regular elements of continuous traffic are wanting, and the facilities previously enjoyed become considerably less.

On the whole, however, it will be seen by the annexed Table, that the Spanish and foreign (non-British) trade has not diminished at all, though the increase is certainly much slighter than was expected at the commencement of 1859.

The war in Italy during the spring of the past year had no visible influence upon the trade of this city beyond the natural depreciation of all paper values in the share market; an evil experienced in all Europe, and subsequently corrected in a great measure by the re-establishment of tranquillity.

Having made these general observations respecting the trade and commerce of Barcelona during 1859, I beg to refer to the annexed Table, which exhibits the same results remarked upon in my previous reports, viz., that the foreign shipping partakes very largely of the carrying trade between British ports and this. Out of some 350 vessels of all flags which, during 1859, brought to this port English coals, iron, machinery, &c., no less than 151 were foreign, carrying on a serious competition with the very producers of the commodities shipped, and able to cope with them so very advantageously, that their benefits warrant a steady augmentation of vessels and tonnage every year. The Swedish and Norwegian flag is foremost in this course, closely accompanied by the Dutch, Prussian, and Northern country vessels.

The result has not, however, checked the British navigation; for, on referring to the annexed Table, it will be perceived that the number of vessels, their tonnage, and the value of the cargoes brought by them, have all increased during the past year very remarkably so in respect of the value of cargoes, which, during 1859, have consisted mostly in railway carriages and materials of a costly nature, machinery, and pig-iron. It is much to be regretted that no return cargoes can be procured for all these ships; but it is not to be surprised at, when most of the Spanish vessels engaged in the indirect or carrying trade with foreign ports leave Barcelona in ballast.

The annexed Table shows that the British trade with the subordinate ports of this consular district has likewise improved during 1859; a result probably due to the requirements of a railway in the neighbourhood of Tarragona, now being constructed between Reus, Montblanch, and Lerida, but which will not, I fear, be supported when the works are terminated by the end of this year.

The direct trade of Spanish vessels navigating between Barcelona and their colonies was limited to 260 vessels that carried cargoes, valued at rather more than 850,000*l*.

The coasting trade would seem to have employed some 3,500 vessels, of the burden of 450,000 tons, with cargoes computed to be worth 2,000,000*l*.

Finally, the Spanish trade with foreign ports appears to have been carried on in some 890 vessels, of the capacity of 205,000 tons, with cargoes valued at 3,500,000*l*.

Such are the approximate calculations made after very careful extracts from the local newspapers; and by these it appears likewise, that about 110,000 bales of cotton were imported during the past year, viz.: 63,000 from New Orleans, 30,000 from Charleston, 7,000 from Mobile, 3,500 from Savanah, and the remainder from the Brazils.

From another private source I have been able to elicit that the amount of revenue collected at the Custom-house of Barcelona, during 1859, was upwards of 550,000*l*., the amount in 1858 having been about 530,000*l*.; but strong doubts are entertained as to obtaining so favourable an amount in 1860, particularly if the present war with Marocco does not terminate shortly.

I ought perhaps to mention that some fifty additional miles of railway, on sections of the lines to Saragossa and France, have been thrown open to the public during 1859; but the traffic, though considerable, has not received the fair impulse to be expected hereafter on the final termination of the works, or even when the two cities of Lerida and Gerona are placed in communication with this capital.

Finally, with the object of affording your Lordship some positive evidence of the difficulties that must be experienced in this city from the want of specie for circulation, I beg to enclose a tabular statement of the number of joint-stock companies in existence at Barcelona on the 1st of January, 1860, of their nominal capitals, according to deed of creation, and of the calls already paid up by the unfortunate shareholders; five millions of dollars of which have actually been called and paid in the course of 1859.

GENERAL RETURN of the Spanish and Foreign (non-British) Shipping within the Consular District of Barcelona, from the Year 1855 to 1859 inclusive.

Years.	Arrived.			Departed.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
			£			£
1855	3,973	344,220	4,811,347	3,751	329,563	4,583,778
1856	5,223	437,616	4,687,940	4,980	438,841	3,946,394
1857	5,418	537,265	5,272,911	5,635	551,321	2,924,664
1858	4,248	441,347	5,004,487	3,928	411,851	1,815,125
1859	5,722	521,570	6,431,510	5,407	471,288	2,829,000

RETURN of Foreign Shipping arrived at the Port of Barcelona with Cargoes of British Produce (Coal) for the Years 1855 to 1859, inclusive.

Nationality.	1855.		1856.		1857.		1858.		1859.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
French	15	3,000	24	4,000	12	3,000	20	5,000	22	4,400
Swedish and Norwegian ..	32	12,060	42	16,950	35	17,000	41	21,000	56	27,280
Prussia	25	12,600	21	11,000	16	9,000	8	4,500	8	4,265
Russia	..	..	1	200	4	2,300	14	7,780	22	11,170
Danish	4	1,000	5	1,600	2	600	3	700	5	950
Sardinian	..	..	..	..	..	..	5	975	8	2,240
Mecklenburgh & Hamburgh	5	1,700	4	1,000	12	5,500	3	580	10	3,310
Hanoverian..	..	..	1	200	..	..	4	1,500	..	..
Dutch	3	654	6	800	3	600	17	3,350	15	3,100
Portuguese..	2	400	1	200	2	650	4	720	3	335
Neapolitan..	..	..	..	..	..	..	3	850	1	330
United States of America..	..	..	2	1,200	1	850	2	900	1	900
Greek	..	..	9	3,550	..	..	11	3,990	..	..
Austrian	..	..	..	..	2	1,000	3	1,000	..	..
Total	86	31,200	116	40,700	89	40,500	138	52,845	151	58,280

RETURN of British Shipping at the Port of Barcelona from the Year 1855 to 1859, inclusive.

Years.	Arrived.			Departed.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
			£			£
1855	90	17,091	58,449	85	15,855	..
1856	171	36,425	129,960	169	30,351	..
1857	117	31,135	94,960	113	29,603	4,000
1858	152	39,028	82,685	152	39,028	..
1859	195	46,858	297,670	186	44,699	..

RETURN of British Shipping at the Ports of Tarragona, Villanueva, and Mataró, from the Year 1855 to 1859, inclusive.

Years.	Arrived.			Departed.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
			£			£
1855	47	5,559	8,592	45	5,337	41,763
1856	65	8,953	31,343	64	8,787	33,845
1857	37	4,580	9,596	34	5,854	35,595
1858	57	8,069	8,970	57	8,069	6,150
1859	99	13,221	67,100	99	13,221	57,658

RETURN of the Joint-Stock Companies existing at Barcelona on the 1st January, 1860.

Object of the Company.	Number of Companies.	Nominal Capital by Deed of Creation.	Amount of Capital paid up.
		$	$
Industrial Companies of all kinds	25	10,200,000	8,530,000
Maritime Insurance Companies	12	17,600,000	1,800,000
Banks and Discount Companies	6	18,000,000	6,000,000
Agricultural Works' Companies	3	2,750,000	2,200,000
Railway Companies	5	20,800,000	15,500,000
Steam-packet Companies	4	2,000,000	2,000,000

Report by Mr. Baker, British Consul at Barcelona, on the Trade, &c. of that District during the year, 1860.

IT must be borne in mind that Spain being at war with Marocco at the commencement of the year, and her hostile operations requiring the aid of all the means of transport in her possession, this port was called upon to supply as many as 25 steam-vessels of all sizes ordinarily employed in the peaceable pursuits of commerce, and the chief means of interchange for this port and those of all Spain; and thus for the first four or five months of 1860, great difficulties were experienced in the transport of goods the usual activity being already much diminished by the serious nature of the war, whereby trade was brought to a very unfavourable condition, and the customs revenue reduced in this port alone to less than half its usual amount; and so serious was this reduction, that notwithstanding that afterwards the difficulties were in a great measure removed, and the former facilities for traffic fully restored, still such had been the shock and stoppage of the first period of the year, that the increased activity necessary to compensate former losses incurred was never obtained.

On the whole, however, this result should be considered advantageous, inasmuch as it has impeded all kinds of wild speculations, and the trade has been naturally confined to the legitimate wants of mere consumption, thereby saving Barcelona from the slightest difficulty or embarrassment, and placing commerce on a prudent and sound basis.

I might, therefore, confine my observations to stating that the importations of the year, whether from national ports or foreign, have simply supplied the wants and requirements of the population, whereby all transactions have been perfectly regular, and no fact of any special bearing to require particular mention has occurred.

Thus the quantity of cotton has merely sufficed to supply the 10,000 bales required on an average every month for this district, some 115,000 bales having been introduced altogether. A supply for two or three months use remaining only in store at the commencement of the year 1861. Thus the supply of coals from British ports has only met the absolute wants of daily consumption, stated to average some fifty tons per diem. And thus the introduction of flour and other bread-stuffs from Santander and the north of Spain has been what was required and sufficient to meet all local wants, without recurring to foreign marts, as in previous years.

A great benefit has certainly been obtained during the past year, and that is the considerable reduction effected in fictitious values, or nominal effects of joint-stock companies, all of them having been taught, by the sad experience of 1857 and 1858, the useful lesson of not unduly straining limited values, and thus some have diminished their capitals and operations to lesser values. The maritime insurance companies have all joined and formed groups. The contending railway companies have united, and, in fact, all rivalry and injudicious competition has been done away with. By this result, perhaps, more benefit will be done to Catalonia than could be anticipated, for the railway from Barcelona to Saragossa, already greatly extended during 1860, will be completed in 1861. That to the French frontier, no longer an object of dispute for two rival companies, will by the united efforts of both advance quickly, reaching Gerona by the same period. That connecting Barcelona with Valencia, *viâ* Tarragona, hitherto a point of contention for two parties, will now be commenced. The extension and amelioration of the Port of Barcelona, confided by contract to one sole company, is being carried on with activity, and the enlargement of this capital beyond the walls, demolished in 1854 and 1855, is being practically carried out, with the sanction of government, at Madrid; indeed, any project of benefit or advantage to this capital and its province can be now put forward with full confidence, inasmuch, as besides the better spirit prevailing in the city itself, the government of Madrid is disposed to view with favour any proper pretention advanced by Catalonia, a result due to the loyalty and marked enthusiasm with which Queen Isabella the Second and her court were received here October last.

On proceeding to analyse the returns above referred to, it will be seen by the enclosed Table, that the number of British vessels arrived here during 1860 is only slightly inferior to that of 1859, the tonnage being likewise inferior; but the value of their cargoes is notably higher, owing to the number of locomotives and railway materials brought by them. This beneficial result will, I trust, continue for some time longer, as other lines will require similar materials, though probably not to so great an extent as that of Saragossa, which is greatly to be desired now that foreign vessels are rapidly taking from British shipping the carriage from British ports of coals, coke, and even iron. No less than 190 foreign vessels, 51 being Swedish and Norwegian, 26 French, 19 Prussian, 17 Russian, 8 Greek, 8 Dutch, 13 Mecklemburghese, 10 Hanoverians, 20 Italian, and 6 Austrian, brought to this port during 1860, 70,000 tons of British coals and coke direct, and many of these vessels have gone back to British ports for additional cargoes of the same nature.

No return cargo can as yet be found for them, nor for British vessels at this port. That of Tarragona is the only place from whence in this district British shipping carry occasional cargoes such as wine, nuts, and brandy, and this has not been as good a year as that of 1859; the number of vessels, their tonnage, imports, and exports, being considerably inferior, as shown by the enclosed Table.

With reference to the general trade, Spanish and foreign, (non-British), during 1860, the Table enclosed shows that the result has been unfavourable, though not to so serious an extent as was apprehended.

The returns for the minor ports call for no particular remark, excepting that they are equally inferior to those of the year 1859; I will confine my further observations to the sole fact, that although the Tables of 1860 appear under the unfavourable light above mentioned, still this district is advancing steadily, and will shortly be able successfully to compete with any other port of Spain, except as to grain and flour, the importation of which staple commodities from the north and centre of Spain must continue for a long period, even if it ever can be discontinued, a result hardly to be looked for by any person acquainted with the present productions of Catalonia.

RETURN of British Shipping at the Port of Barcelona from 1856 to 1860, inclusive.

Years.	ENTERED.			CLEARED.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1856	171	36,425	129,960	160	30,351	..
1857	117	31,135	94,960	113	29,603	4,000
1858	152	39,028	82,635	152	39,028	..
1859	195	46,858	297,670	186	44,699	..
1860	170	37,793	382,560	171	37,176	..

RETURN of British Shipping at the Ports of Tarragona, Villanueva, and Mataro from 1856 to 1860, inclusive.

Years.	ENTERED.			CLEARED.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			
1856	65	8,953	31,343	64	8,787	33,845
1857	37	4,580	9,596	34	8,854	35,595
1858	57	8,069	8,970	57	8,069	6,150
1859	99	13,221	67,100	99	13,221	57,658
1860	53	8,271	6,260	53	7,973	41,007

GENERAL RETURN of the Spanish and Foreign (non-British) Shipping within the District of Barcelona from 1856 to 1860 inclusive.

Years.	ENTERED.			CLEARED.		
	Vessels.	Tons.	Value of Cargoes.	Tons.	Vessels.	Value of Cargoes.
			£			£
1856	5,223	437,616	4,687,940	4,980	438,841	3,946,394
1857	5,418	537,265	5,272,910	5,635	551,321	2,924,664
1858	4,248	441,347	5,004,487	3,928	411,851	1,815,125
1859	5,722	521,570	6,431,510	5,407	471,288	2,829,000
1860	3,010	417,725	5,068,945	2,690	383,000	1,534,340

BISCAYAN PORTS.

Report by Mr. Young, British Consul at Bilbao, on the Trade of Bilbao, Santander, and San Sebastian, for the year 1859.

BILBAO.

THE Return of British shipping entered and cleared during the past year at this port shows an increase when compared with the preceding year, as is seen by the following statistics:—

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1858	11	1,274	8	863
1859	16	2,026	17	1,908
Increase ..	5	752	9	1,045

The aggregate Return of shipping of all nations, entered and cleared, also exhibits an increase over 1858, and gives the following results.

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1858	383	26,817	380	26,962
1859	466	33,347	436	27,517
Increase ..	83	6,530	56	555

The coasting trade further exhibits an advance over 1858, which is accounted for by the increased consumption of coal, and which is shown by the following data:—

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1858	614	22,282	797	23,727
1859	823	26,706	973	33,223
Increase ..	209	4,424	176	9,496

The total value of the exports from Bilbao for the year 1859 amounted to 27,491*l.*, showing a considerable decrease as compared with the preceding year, which amounted to 79,464*l.* This is easily explained. In the year 1858 the exportations of flour and grain amounted to 56,984*l.*, leaving 12,480*l.* for other exported articles. Now in the year 1859 only 5,839*l.* of the total exports consisted of grain and flour, leaving for other exports 21,652*l.*, or nearly double the corresponding amount of 1858.

Of the total exports, 20,803*l.* were shipments of iron and copper ore, flour, wool, madder, chestnuts, fruits, &c. to Great Britain; 4,827*l.* of flour and grain to Cuba; 3,312*l.* of iron ore, fruits, skins, &c., to France; and 547*l.* of chestnuts to Holland. With reference to the exportations to Great Britain during the present year, the return shows a decrease of 11,161*l.*, which is explained by the larger exports of flour which were made in 1858.

The total value of imports for the past year, shown by the returns, amounted to 755,677*l.*; and compared with the total of 1858, which amounted to 586,944*l.*, exhibits an increase of 168,733*l.*

The most important article was cod fish, to the amount of 231,692*l.*; the whole of which, with the exception of 62,246*l.* from Great Britain and colonies, came from Norway. Next in importance was linen yarn, from Great Britain, to the amount of 136,875*l.* Then follow cocoa, from Venezuela and Paraguay, for 73,471*l.*; drugs and chemical products, from Great Britain and France, for 53,087*l.*, of which France sent 34,927*l.*; tobacco, from Great Britain and colonies, France, Holland, and Cuba, for 43,130*l.*; sugar, from France and Cuba, for 32,466*l.*; jute, raw and manufactured, from England, for 27,221*l.*; woollen goods, from England and France, for 20,464*l.*, of which England sent 11,990*l.*; cotton manufactures, from France, for 19,938*l.*; pig iron, from England, for 12,774*l.*; cinnamon, from England, 10,582*l.*; spirits, from France and Cuba, for 10,557*l.*; and tin plates, from England, for 10,248*l.*

Of these (the principal items) an increase over similar importations for 1858 is observed in the following articles—viz., cod fish, linen yarn, cocoa, tobacco, woollen goods, cotton manufactures, pig iron, and tin plates; and a decrease in the following, viz., sugar, cinnamon, and spirits.

Among the importing countries, England took the lead in the total value of her imports, which amounted to 321,070*l.*; Norway figures next for 169,466; and then follows, in rotation, France 114,651*l.*, Venezuela 76,329*l.*, Cuba 59,838*l.*, and Holland and Belgium 14,300*l.*

Under the head of imports must be remarked the large importations of railway material which have taken place, and which have engaged a considerable amount of shipping, chiefly French and Spanish bottoms. But as these must be regarded as exceptional rather than staple imports, many of them in fact having to be re-exported on the completion of the works; and as it is impossible to arrive even at an approximate value, they have not been noticed in this return.

With reference to the values above quoted, it must be especially observed that the only data upon which they can be estimated are far from being correct. No returns are published, and the sole method of arriving at an approximation of the values is by calculating according to the amount of duties paid, and occasionally by private information gleaned as to particular articles, a work involving great labour and attention. Unfortunately even by this process the result is at best unsatisfactory and incomplete. It is pretty well understood that the information received at the Custom-house respecting the duties paid is very inaccurate; and even presuming that it was tolerably correct, the amount of duties paid is, on account of the well-known practices prevailing at the Spanish Custom-house, an uncertain test of the value of goods imported.

It must consequently be again impressed that all returns of the value of imports at the various ports of this consulate can only be regarded as approximate.

Ship-building, a branch of trade once very actively pursued at this port, appears to be still on the decline: 29 vessels, of an aggregate registered tonnage of 3,641, having been launched during the past year, against 41 ships of 4,883 tons during 1858. As the general trade of Bilbao is on the increase, this can only be accounted for by the introduction of steam, and the employment of capital in more profitable investments.

Although the amount of British shipping frequenting this port is still small, an advance during the past year has been shown; and it must be particularly observed that there is a fair prospect of a considerable increase on the removal of the export duty on iron ore, which will then furnish return cargoes for vessels arriving with coal, large quantities of which are now consumed in the iron manufactories of the Puente Nuevo, and Messrs. Ibarra and Co.

The steady and unchecked progress of the Bilbao and Tudela railroad, and the large importations of railway material which will shortly commence, will also produce a large increase in the British shipping at this port for some time to come, and the year 1860 will exhibit a remarkable change under this head.

With regard to the great work above alluded to, the communications which will be opened up with the rich districts of the surrounding provinces will contribute to the increase of both exports and imports. The through transit with Madrid will no doubt also draw to this port a share of the goods which now find their way to the capital *viâ* Marseilles and Alicante; while the direct railway communication which eventually will be effected between Bilbao and Barcelona, is likely to produce changes in the trade of Bilbao, which may entirely alter the features of the existing commerce.

The question of the "bar" is now seriously under consideration, and some solution of the difficulty is confidently anticipated.

Another new steamer has recently arrived from England to run between Bayonne and Bilbao, on which route three now regularly perform the service: and three run between Bilbao, Santander, and Corunna. These are all owned in Bilbao.

Two fine steamers perform regular service between Bilbao and Liverpool; and one to London, another being shortly expected; and a fine steam-vessel is now building which is to open a direct line between Bilbao and Cadiz.

On the whole Bilbao continues to exhibit every sign of prosperity and advancement; but the completion of the railroad, now anxiously looked for, must of course taken place before any of those great changes above referred to, and which have been fully adverted to in the several reports lately furnished from this consulate, can be actually effected.

SANTANDER.

The return of British shipping entered and cleared at this port during the past year, exhibits a slight decrease in the number of ships, but an increase in the tonnage over 1858, as is shown by the following Table:—

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1858	35	4,999	35	4,999
1859	33	6,063	31	5,614
Increase ..	..	1,064	..	615
Decrease ..	2	..	4	..

The aggregate return of shipping of all nations shows a considerable increase on the number entered and cleared during the past year over 1858. It gives the following results:—

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1858 .. .	387	49,097	496	62,455
1859	516	62,883	491	70,275
Increase ..	129	13,786	..	7,820
Decrease ..	..	..	5	..

Under the head of coasting trade the returns give 1,890 ships, of 80,422 tons, entered in 1859, and cleared in the same year.

But as no return has been furnished of the number of vessels employed in the coasting-trade for 1858, it is not possible to say whether an increase or a decrease is exhibited by the above.

The total value of exports from Santander for the past year, according to the return furnished, amounted to 353,478*l.*, showing a decrease, as compared with those of 1858, which amounted to 398,405*l.* This appears to have been partly owing to a diminution in the exports of flour, &c.; but a decrease is also observable in other exported articles.

Of the total exports, 336,320*l.* consisted of flour to Cuba, 4,017*l.* of preserves, wines, spirits, shoes, and hatchets to the same; 7,000*l.* of cocoa, lambskins, wine, and spirits to France; 6,451*l.* of copper ore, a small quantity of madder and iron ore, and lambskins to England; and 699*l.* of tobacco stalks to Belgium.

With reference to the export trade with Great Britain, the return of the past year shows a decrease of 11,897*l.* on that of 1858, which amounted to 18,348*l.*, and which is accounted for by the almost total cessation of the exportation of iron ore, and a diminution also in copper ore exported.

The total value of imports for the past year, shown by the return, amounted to 750,015*l.*, and compared with the total of 1858, which amounted (after deducting 56,000*l.* for railway material, as similar importations are not included in the return for 1859) to 889,353*l.*, exhibits a decrease of 139,338*l.*

The most important article was sugar, to the amount of 172,811*l.* from Cuba; next in importance was cocoa, to the amount of 127,772*l.* from Venezuela and Uraguay; then follow woollen goods from France and England for 71,864*l.* (of which England sent 40,800*l.*); salted cod for 67,510*l.*, chiefly from Norway; flour for 45,000*l.*, from France; tobacco for 41,000*l.*, from the United States and Cuba; furniture, clocks, and mirrors, for 38,080*l.* from England, France, and Belgium; (19,200*l.* being from England); watches and jewels from England and France for 28,000*l.*; Machinery for 16,303*l.* from England, France, and Belgium; hides for 15,573*l.* from Venezuela; wines and spirits from France and Cuba for 15,373*l.*; raw cotton from the United States for 13,130*l.*; and silk from France and England for 13,195*l.*

Of these (the principal items) an increase over similar importations for 1858 is observed in the following articles, viz.: cocoa, woollen goods, salted cod, flour, furniture, clocks and mirrors, machinery, watches and jewellery, hides; and a decrease in the following, viz.: sugar, tobacco, cotton goods, wines and spirits, raw cotton, and silk.

Amongst the importing countries Cuba took the lead in the total value of her imports, which amounted to 194,051*l.*; France figures next for 160,202*l.*; then follow, in rotation, Venezuela and Uraguay for 143,342*l.*, England 121,728*l.*, Norway 66,260*l.*, United States 52,230*l.*, and Belgium 12,302*l.*

Under the head of imports, must be noticed the large importations of railway material which have taken place at this port during the past year, as well as at the port of Bilboa, though for the same reasons as stated in the portion of this report, which refers to the last-named port, they have not been included in the return of imports.

There is no doubt that, as compared with its position only a few years since, this port has made great progress in its commercial relations with other countries. To this advance two circumstances have mainly contributed. One, the fine harbour and the convenience for steam communication, the other the completion of a portion of the Santander and Alar Railway, which has facilitated the transit of agricultural produce and goods from and to the interior.

The steamers which at present frequent the port of Santander, are two from Hamburgh, which touch on their way to Havannah; three of a line between Marseilles and Hamburg, which also call; and three which ply between Santander and the southern ports of Spain. In addition to these, the steamers of the Bilbao lines to London, Liverpool, and Bayonne, also touch at this port.

On the completion of the lines of railroad destined to connect Santander with Madrid, great additional prosperity may be anticipated for Santander. But it must always be borne in mind that this port will have the most severe race of competition to run with Bilbao, and although Santander may fairly expect a portion of the trade between France and Spain, which may be diverted from the present channel of Marseilles and Alicante, and will have the prestige of her large and important colonial and transit trade, which it will doubtless employ all its energies and influence to retain, the result of the above competition with reference to the general prospects of Santander, must for the present remain an uncertainty.

SAN SEBASTIAN.

The absence of a Vice-Consul at this port has resulted in the impossibility of obtaining any annual returns or data on which to form a report, excepting one of British trade and navigation for the past year. From this it appears that 20 British vessels, of an aggregate tonnage of 2,059, entered and cleared, as against 6 British, of 845 tons, entered and cleared in 1858.

This increase is to be explained, however, by the importation of rails and machinery which took place.

Although some movement in the trade of San Sebastian has recently been observed, it cannot be stated that it has at all kept pace in proportion to the advances made of late years by Bilbao and Santander.

This may be in a great measure attributed to the badness of the port, and the neglect of the fine harbour of Passages, which might be substituted for that of San Sebastian, and the narrow policy which prohibits the extension of the town beyond the limits of the fortifications.

BILBAO AND SANTANDER.

Report by Mr. Young, British Consul at Bilbao, on the relative importance of the Ports of Bilbao and Santander, with reference specially to their commercial connexion with the United Kingdom, and with regard to the British Consulate of Biscay, Guipuzcoa and Old Castile.

In considering Bilbao and Santander under the above points of view, it will be necessary to trace. First—The nature of the trade of the two ports. Secondly—Which port holds out the greatest promise of extending British commerce through its gates? Thirdly—Which up to the present moment possesses the largest and most material trade with the United Kingdom?

First: Santander has risen, and is mainly dependant upon its export flour and corn trade, which, so far as regards the supply to the Island of Cuba, it at present almost monopolizes. Until 1833, Bilbao absorbed nearly the whole of the exportations of grain from the north of Spain. The political events of that period, and the construction of branches of the canal of Castile, connecting Santander with the agricultural districts of Old Castile, and more recently the completion of a portion of the Alar Railway, has given that port a decided advantage over Bilbao, so far as regards this branch of commerce.

One great counteracting influence has to be considered with respect to the probability of Santander permanently retaining this advantage. This is the approaching completion of the Bilbao and Judela Railroad, which will place that port in immediate communication with the very districts from which Santander draws her exporting produce, besides many others of equal richness, with which Santander will not be connected.

This impending competition is still more serious to the interests of Santander, when the nature of her import commerce is considered. With the exception of sugar and cocoa, this is almost entirely, and especially as regards the staple articles of British commerce, a transit trade; goods passing through the hands of Santander agents to order for distant localities. This transit trade is liable at any time to be greatly reduced, or even lost, through the opposition which Santander must inevitably encounter when the Bilbao line of railway is completed. With reference to the importations of sugar and cocoa, in which the capital of Santander is principally engaged, they are unquestionably very large, and in proportion to her exports of flour, for which in fact they are taken in return; and it follows, therefore, that any great diminution in those exports must occasion a corresponding displacement of the sugar importations. It must be recollected that this is exclusively a colonial and not a foreign trade.

Now the commerce of Bilbao is of a different character. It is true that a large transit business is effected; but in addition, and of far more consideration, is the material trade of Bilbao, supported by the capital and influence of the importers themselves, who are nearly all *bonâ fide* merchants importing and selling on their own account—for the supply of the neighbouring districts; and who consequently are independent of those chances and competitions which may any day transfer a transit trade from the hands of one party to another.

An important item in the legitimate trade of Bilbao is the manufacture of iron, which is so largely conducted by two exceedingly wealthy companies at Bilbao, as to be itself a guarantee of stability which Santander does not possess; and which is likely very shortly (when the export duty on iron ore is removed) to attract a considerable amount of British shipping by offering return cargoes of iron ore to our coal laden ships.

Another item is the importation of cod-fish into Bilbao, the value of which is equal in amount to one-fourth of the total importations into Santander.

Secondly:—Through which port is British commerce most likely to be extended to the interior of Spain? This is the main question to be decided, and appears to be dependant on the future railroad communications which will be possessed by each port.

The railroad of Santander, which is intended to connect the port with the interior provinces of Spain, was commenced nearly fourteen years ago, and is now finished to Alar, with the exception of an intervening portion of 15 to 20 English miles, where difficulties of so serious a nature present themselves, that it is quite uncertain when they will be overcome. From Alar to Valladolid the works are progressing actively, and it is stated on good authority that they will shortly be completed. But presuming that the line will be eventually finished, it must be considered what will be the nature of the communications thus opened up. Now this railroad passes solely through agricultural districts, which neither take nor are likely to receive much of the imported articles of British commerce which at present find their way, by this route, to the distant towns of Valencia and Valladolid, and also to Madrid. There is little opening, therefore, for the development of trade, so far as the supply of the immediate inland districts are concerned; and the transit trade to important but remote places, as has been already remarked, may be any day transferred to a route which presents the same facilities for the conveyance of goods.

Looking to the port of Bilbao, it is on the other hand to be observed, that the Bilbao and Tudela railroad, commenced only two years since, will be completed to Miranda the 31st December, 1861; here it cuts the northern line from Trun to Madrid, and by this junction will place Bilbao in communication with all the agricultural districts open to Santander, with Burgos as well as Valladolid, and with Madrid by a route whose slight excess of distance compared with that of Santander will be quite immaterial. But the districts which will be traversed and opened up by the Bilbao and Tudela Railway, include the whole breadth of the Basque Provinces, Rioja, Aragon, and the Castiles, all teeming with agricultural and mineral produce, far more populous and enterprising, and infinitely more important with regard to the extension of commerce than the purely agricultural districts between Valladolid and Santander. Proceeding on from Miranda, this line will in three years be completed to Tudela. At Tudela it will join the Zaragoza line, and in three or four years a direct communication will be effected, by this route, between Bilbao and Barcelona.

The actual result of this can scarcely be predicted; but the effect of bringing the manufactured produce of Cataluna into immediate connection with a port on the north coast of Spain, as well as with the agricultural districts of Castile, points to a future of probable success to Bilbao which cannot be overlooked.

Possessing then, as Bilbao undoubtedly will, a great superiority over Santander in railroad communications, it seems a fair conclusion that any anticipated increase in the commerce with the United Kingdom will be drawn to this port rather than to Santander.

Thirdly:—As to the existing amount of trade of the two ports with the United Kingdom.

The following comparative statement will show the relative importance of Bilbao and Santander under this point of view.

Exports.

	1858.	1859.
	£	£
Bilbao	31,965	20,803
Santander	18,348	6,451
Excess of Bilbao	13,617	14,352

Imports.

	1858.	1859.
	£	£
Bilbao	214,148	321,070
Santander	148,910*	121,728
Excess of Bilbao	65,238	199,342

Finally, the only question which presents any difficulty as regards the advance of Bilbao, is that of the port and the "bar"; and no doubt the magnificent harbour of Santander is greatly superior to the present approach to Bilbao; but it must be stated that surveys have been already taken under the direction of the Bilbao and Tudela Railroad Company, for constructing a harbour on the coast beyond the "bar," to be connected by a railroad with Bilbao; this harbour, which it is confidently expected will be made, is intended from its construction to form not only a commodious commercial port, but a harbour of refuge, which Santander from its position cannot be.

If then, in spite of a fine harbour and a large export trade, together with the advantage which Santander has possessed in having had the start in railway communication, Bilbao still maintains not only her *general*† commercial importance, but so far as regards trade with Great Britain, keeps in advance of Santander, some other influences must be looked for as the cause of the relative position which each occupies. And those influences may be traced in the older and more material commercial relations of Bilbao with foreign countries, and especially with the United Kingdom, the nature of the surrounding provinces which are inhabited by the most important, populous, and intelligent races in the north of Spain, and, consequently, the greater demand in the immediate localities for articles of British commerce.

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* Of this, £56,538 appear under the head of "Railway Material," of which Bilbao returned none.

† The total general imports of Bilbao exceeded those of Santander, in 1859, by £5,662.

Under these circumstances, the removal of the residence of the British Consul from Bilbao to Santander, would be depriving the first port of an advantage which the claims of the last do not at present appear to justify. The Basque provinces have long been the residence of a British Consul, and during less important periods than the present; much weight is attached by the inhabitants of Bilbao to the presence of the English Consul, and other countries are still represented here by Consuls. The present is a period of transition and progress, which is almost certain to result in a future of great advancement and success to Bilbao.

So far as regards the practical working of the consular business, there is no reason to complain of the existing disposition of the consulate. But on this ground there would be serious objections to the removal of the head quarters of the consulate to Santander. From the local position of Bilbao it is the centre of the consular district, having Santander on one hand and San Sebastian on the other. Now the removal of the Consul to Santander would have the effect of placing him at the extremity of his district, cause great delay in the postal communications with England, and as regards San Sebastian, would separate that port by a most disadvantageous distance from the Consul's supervision.

It is, therefore, with great respect suggested that the question of the proposed removal should be deferred until those anticipated changes in the prospects of the two ports, referred to in this report, can be fully and fairly tested.

BILBAO.

General Report by Mr. Young, British Consul, at Bilbao, on the Trade, &c., of the Basque Provinces, and the Port of Bilbao.

BISCAY, Guipuzcoa, and Alava, the three Basque provinces, occupying the north-western corner of the Peninsula, are comprised in a district about 60 miles long, and 50 of extreme breadth.

The country is intersected from east to west by a continuation of the Pyrenean range, and is consequently more or less of a mountainous character throughout.

The population of these provinces has been hitherto greatly understated, in consequence of the official returns having been taken as correct data; these returns are wholly unreliable; the last gives a total of 318,000, while the non-official and actual returns show that the population at present reaches 514,000; of these, Biscay figures for 200,000, Guipuzcoa for 194,000, and Alava for 120,000.

The well-known and peculiar laws of the Basques may be regarded as in a state of transition. The "Fueros" are still in existence; but the intervention and influence of the "Corregidor," or Civil Governor, has increased of late years.

The Basque provinces are represented by seven members in Cortes.

The privileges of freedom from government taxes, the conscription, and the free importation of tobacco and salt, are still enjoyed; there was entire freedom of trade till the year 1841, when the government established Custom-houses throughout the provinces, which, of course, have greatly restricted it; but, in exchange, the vessels and manufactures of the Basque provinces are now invested with the privilege of nationality, which formerly they did not possess.

The Basque provinces produce abundance of wheat, barley, rye, flax, and Indian corn, profusion of chestnuts, pears, apples, peaches, and, in fact, every variety of fruit and vegetables, large quantities of wine and cider, and the mountains are covered with forests of chestnut and oak. The breeding of sheep and cattle is neglected, excepting for the purpose of actual consumption. The iron mines which abound produce some of the finest metal in the world; and copper ore is extracted in various places, though the mineral is not rich.

Attention having been directed to the capacity of these districts for the production of wine, it may be observed that the quantity raised during the last few years has greatly diminished, owing to the vine disease; and there is no doubt that large quantities could be, and will be probably again, produced; at present the provinces import wine from Navarre and other districts for their own consumption.

Manufactures, chiefly for local purposes, of paper, coarse linen, hats, rough porcelain, sail cloth, and cordage are actively conducted; and the tanning trade has some importance, hides being imported in considerable quantities from South America.

The climate of the Basque provinces is mild, damp, and changeable; storms are frequent, and the rain-fall exceeds that of the United Kingdom. The heat is never excessive, the thermometer seldom rising above 70 to 75 (Fahrenheit shade), excepting during a south wind, when it ranges at least 10 degrees higher. The climate is, however, considered healthy.

The peasantry are a fine hard-working active race, a large proportion being small farmers and proprietors, and the land much subdivided. Agricultural improvements have been few in a country of so mountainous a nature, and the primitive methods of centuries ago are still adopted. The practice of employing female labour for the most arduous field occupations still prevails; the large towns are thriving and populous; the smaller ones, and villages, are ill-built, dirty, and poverty-stricken; bread made from Indian corn, and stock-fish, form the principal food of the peasantry. The people are gay, fond of amusement, honest, industrious, and peaceable.

Internal communication between all the principal towns is now well established.

Guipuzcoa, the smallest of the three provinces, is the most densely populated, and flourishing in manufacturing industry: it is also very industriously cultivated, producing much grain, wine, cider, and fruit; iron, minerals, and marble, of a fine quality, are abundant.

The chief port is San Sebastian, with a population of 11,000, and is only prevented from largely increasing in dimensions, trade, and prosperity, by the law which restricts the extension of the town beyond the fortifications.

The harbour of Passages, three miles to the north of San Sebastian, is greatly neglected, although it could easily be made one of the finest in the north of Spain. The Northern railroad passes within a mile of Passages, and close to San Sebastian, and when completed will open up direct communication between those districts, and all parts of Spain; and it is considered highly probable that, were permission given to establish the Custom-house at Passages, and to enlarge the town of San Sebastian beyond the walls, a large and important trade would accrue, and render San Sebastian a formidable competitor to Bilbao.

The present harbour of San Sebastian is small, exposed to the north-westerly gales, the scene of frequent disasters of shipping, and quite inadequate for the purposes of an extensive commerce.

The inland province of Alava, next in extent, has for its capital the flourishing town of Vitoria, with a population of 15,000 souls; this city is the residence of the Captain-General of the three provinces.

The country is rich in iron and marble, and by far the largest proportion of grain is grown in this province. The climate is colder than that of the maritime districts; heavy rains, frosts, snow, and fogs are frequent.

Biscay, the largest and most important of the three Basque provinces, is industrious, wealthy, and enterprising. The principal business is the production of iron, the ore of which is furnished in inexhaustible quantities throughout the province, and is manufactured to a very large and annually increasing extent. The natural productions are similar to those of the other provinces. Agriculture is laboriously practised; the soil is mostly a stiff clay, and requires much labour and manure to bring it under cultivation. Considerable quantities of wine, crops of Indian corn, and other grain are raised, though Biscay imports from both Alava and Castile to supply the wants of her population.

A large proportion of the peasantry are employed in the burning of charcoal, of which immense quantities are consumed in the smelting works. Quantities of timber for ship and house-building purposes are felled, and the forests are fast diminishing under a system which improvidently neglects the re-planting of the trees sacrificed. The sides of the mountains, however, are still covered with oak and chestnut.

Bilbao, the chief town of Biscay, may, from its situation, population, wealth, and commercial importance, be justly considered the capital of the Basque provinces. It is placed on the right bank of the river Nervion, which debouches at Portugalete, between seven and eight miles from the city. The depth of water at Bilbao is never more than 11 feet, and in consequence of the shallows, and choked state of the river, only steamers, and vessels of very moderate draught can at present come up to the town; the principal portion of the shipping, therefore, anchors at Olaviaga, three miles below Bilbao, where the vessels are discharged, and from whence the goods are conveyed to Bilbao in lighters. Vessels drawing 14 or 15 feet can come up to Olaviaga, and about two miles lower down, at Desierto, ships of much larger tonnage can anchor safely. That something will shortly be done to improve the state of the river between Bilbao and Olaviaga, may be regarded as certain. But the serious drawback at present to the shipping trade of Bilbao is the "bar" at the mouth of the river. From recent investigation, it is given on authority that at spring tides 16 feet of water over the "bar" may be depended on, and at neap tides seldom less than 12 feet at high water. Instances have been known of as much as 18 and 19 feet, or even more, but such a depth of water can never be calculated on with certainty. The "bar" is subject, moreover, to variations of position, shifting after gales of wind so as to change the passage.

Various projects for reducing this formidable obstacle have been proposed; but the most recent and boldest is that which has been proposed by Mr. Vignoles, the eminent engineer constructing the Bilbao and Tudela railroad. This consists in the formation of a harbour of refuge beyond the "bar," at the village of Santurce, two miles to the westward of Portugalete; it is stated that the works would themselves, in all probability, drive the "bar" into deep water; but at all events, the harbour, connected by a short line of railroad with Bilbao, would render that port completely independent of the present approach. The surveys for this important undertaking have already been made; the Central Government has offered its assistance, and it is confidently anticipated that this project will be carried out. Among the most striking modern features connected with the town of Bilbao are the following: the fine quay wall and road which are now completed along the whole length of the right bank of the river, extending from the city to the mouth of the river at Portugalete, a distance of 8½ English miles; the suburb of Albia springing up on the left bank, where the railroad terminus and new villa houses are signs of advancement and activity, which have given an entirely new character to Bilbao; and the Bilbao and Tudela railroad, a work of great enterprise and engineering skill, viewed with regard to the difficult nature of the country through which it passes, and which, considering that the entire capital, about 100 millions of reals (one million sterling), has been found by the town of Bilbao, and the natives of Bilbao resident at the Havana—70 millions (700,000*l.*) having been subscribed in Bilbao alone—is a striking fact as regards the wealth, present position, and influence of the chief town of the Basque provinces. The engineers, contractors, principal employés, sub-contractors, and mechanics, are English, and by a late return 650 British subjects are at present located in the immediate districts of Bilbao; several hundreds more being shortly expected. The contract provides that the line is to be opened to Miranda the 31st of December, 1861; at this place it intersects the northern line from Irun to Madrid, and then proceeds to Tudela, to which place the line will be completed by the 31st December, 1862; there it will join the Zaragoza railroad, and in four years it is fairly anticipated that a direct communication will be opened up, not only between Bilbao, Madrid, and the north of Spain, through the rich and populous districts of Navarre, Arragon, Castile, and Rioja, but between Bilbao and Barcelona, or in other words between the Bay of Biscay and the Mediterranean. The important results of this, in a commercial point of view, it would be premature to decide; but a large development in the trade and influence of Bilbao may be confidently relied on.

Bilbao has within the last few years resumed her position in point of population, which, during the civil war and subsequent years, was at one time reduced by emigration as low as 10,000 souls, and which so lately as 1854 has been stated on good authority to have been 12,000.

The increasing trade, the settled and prosperous condition of the country, have rapidly drawn numbers of families back to Bilbao, and the present population is estimated at 22,000. As an inevitable result of this, combined with the influx of foreigners, the cost of living and rents have risen enormously; as regards rent, an advance of at least cent. per cent. has taken place, and articles of food are from 50 to 100 per cent. dearer; and Bilbao, long one of the cheapest towns in Europe, has become a comparatively dear place. The following Table of comparative prices for the years 1854 and 1860 will exhibit the increase referred to:—

Articles.		1854.		1860.	
Beef	per lb.	0	2½	0	4
Veal	"	0	3¾	0	8
Mutton	"	0	2¼	0	4¾
Bread	"	0	1	0	2
Potatoes	"	2	0	3	7½
Eggs	per doz.	0	3¾	0	7½
Butter	per lb.	0	5	0	7½
Wine	per 2 quarts	0	7½	1	3¼

Houses and apartments, formerly averaging from 15*l.* to 30*l.* per annum, were in 1860, 50*l.* to 80*l.*

The site of the town could not have been been worse chosen; it lies in a complete hollow, surrounded by mountains, is damp, closely built, and over crowded; but in a few years it will probably, by a natural process, spread into the open districts of Albia before referred to. The surrounding country is highly picturesque, being cultivated with maize and vine. Two main roads parting from Bilbao cross the mountains in different directions, one being the outlet to San Sebastian, Vitoria, and Madrid, and the other to Burgos, and Old Castile; and the telegraphic wires are everywhere permanently established. Three steamers, English build, run constantly between Bilbao and Santander; three between Bilbao and Bayonne, touching at San Sebastian; one screw-steamer regularly plies between London and Bilbao, and two fine steam-boats perform the service between Bilbao and Liverpool. All these vessels are under the Spanish flag.

The principal article of import into Bilbao is codfish, large quantities of which are consumed in the interior, but chiefly in Old Castile, and Aragon, and of which no less than 165,494 quintals, valued at $1,158,458 (231,691*l.* 12*s.*), were imported into Bilbao during the past year. This important trade was formerly in the hands of the Newfoundland houses; British vessels exclusively conveying the cargoes to Bilbao; but our shipping and colonial interests have long been excluded from it by the differential duties levied on importations in foreign bottoms.

The business is now nearly monopolized by the Norwegian trade, the house of the Norwegian Consul being principally engaged in it. The fish, with the exception of small quantities from Scotland, Iceland, and Feroe, comes now from Norway, and is mostly imported in Spanish ships. The other imported articles into Bilbao are linens, at a duty of from 30 to 40 per cent.; linen yarns from 8 to 30 per cent.; coarse woollen goods at cent. per cent.; finer materials at 40 to 80 per cent.; flax at 10 per cent.; and silk-handkerchiefs, cinnamons, wrought, pig, and hoop iron, nails, and coals at from 50 to 100 per cent. These are all from England.

France sends silks, porcelain, fancy articles, wines, and brandies.

Holland supplies tobacco, timber, hardware, glass, and toys; deals are imported from Norway, Sweden, and Russia; cocoa from Guayaquil and Caraccas; cinnamon from Manilla; and hides from South America.

The exports consist of wheat brought from Castile and Alava, flour sent to England and France, but principally to Cuba; chestnuts, copper ore, madder, and liquorice to England, and iron ore to France, where it is in much repute. Iron ore was formerly exported to England in considerable quantities, in English vessels; but in 1852 an export-duty on iron was imposed, which has had the effect of closing this branch of the trade. It is important, however, to observe, that this duty will be shortly either taken off altogether, or greatly reduced, and as large quantities of coal are now required for the various iron works, the export-trade in iron ore to England will then supply return cargoes for our coal-laden vessels. At present about one-half the coal consumed is imported from England, the remainder coming from the Asturias.

The most important and increasing business connected with Bilbao is the iron trade. Besides several smaller works in Alava, and Biscay, two very large establishments are now engaged in the manufacture of iron in the immediate neighbourhood of the city. That of the Puente Nuevo produces annually 75,000 quintals; while those at Desierto, the property of Messrs. Ibarra and Company, turned out last year 80,000 quintals. The last-mentioned works are undergoing large additions, and will very soon produce double the amount hitherto manufactured. This single house will require a supply of 20,000 to 25,000 tons of coal this year, and there is reason, therefore, to believe that on the reduction of the export-duty on iron ore before referred to, and which is immediately expected, a considerable increase in the amount of British shipping frequenting the port of Bilbao, will take place.

The manufactured iron is used exclusively for home consumption and exportation to the Havanna.

Ship-building, formerly carried on with great activity at Bilbao, appears from the following statistics to be on the decline:—

	Vessels.	Tons.
1857	25	6,295
1858	41	4,883
1859	20	3,647

Capital finding its way into other and more profitable channels, and the introduction of steam, have probably been the causes of the decline of this trade.

The differential duties on foreign vessels renders it impossible for them to compete with the national flag, and almost excludes our shipping from the port; while the restrictions upon cotton and other manufactured goods, varying from 40 to 75 per cent., has rendered legitimate enterprise unable to compete with the contraband trade, which has become systematic, and monopolizes half the trade of the provinces. So completely is this understood, that goods are insured in Bayonne on a regular tariff for safe delivery, free of duty, either inside or outside the walls of Bilbao, according to the rate of premium paid.

It is to be hoped that a more liberal policy may one day prevail; its adoption, so far as regards this flourishing port, and the active enterprising Basque people, could not fail to be of great benefit to the provinces, would give a stimulus to trade, be the means of introducing comfort and civilization to the labouring population, and would bring increased wealth and prosperity to the commercial classes.

VALENCIA.

Report by Mr. Barrie, British Vice-Consul at Valencia, on the Trade of that Port during the year 1860.

As compared with 1859, the trade with Great Britain and British possessions and with other countries has been as follows:—

	Imports.					
	From Great Britain and Colonies.			From other Countries.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1859	143	25,246	194,937	198	30,141	372,437
1860	127	16,862	153,066	312	68,227	288,519
	Exports.					
1859	80	17,828	48,061	167	34,100	111,990
1860	96	13,803	82,596	262	58,155	337,010

A notable increase is observable in the tonnage arrived from, and departed for, foreign countries. It is owing to the French "Messageries Impériales" steamers having begun, in the past year, to call once every week at this port in their way to and from Oran and Marseilles, subsidised by the French government. They cannot compete with the protected Spanish ships in the importation of goods, but they carry on a good passenger trade, and have superseded the Spanish vessels in the exportation of produce. The latter has amounted to a larger sum than in 1859, owing principally to an increase in oranges, wine, and raw silk.

Silk was slowly returning to its former position before the silk worm disease had visited the district.

The bad quality of the French wines of the last vintage is producing the exportation of Valencian wines for blending with and improving the former. They are possessed of good body, richness, and colour, although deficient in delicacy. Some improvement has been effected of late years in their manufacture, but it still leaves a great deal to be desired. Nearly one thousand pipes of this wine have been exported in 1860 for the English market as a cheap substitute for port. They have been attended with various results, because among the great variety of wines produced in the country, the best adapted for the English requirements have not always been selected. The trade is in its infancy. An Oporto pipe containing 110 gallons of best one-year old Valencia wine, resembling port, strengthened with six per cent. of Spanish proof spirits, costs about 12*l.* free on board. It goes in the United Kingdom at 2*s.* 5*d.* duty.

Valencia oranges have become a staple article of exportation to Great Britain since 1859. The quantity sent away last year was considerable, as will be seen below; and would have been greater, had not the fruit been frost-bitten in March, which caused heavy losses. The Valencia boxes contain 420, 490, or 560 oranges, according to the size of the latter, and generally cost at the beginning of the season, in December, 12*s.* 6*d.* on board, which price increases later on. The season is over in the end of May. This trade gives employment o a class of fast schooners arriving with coals, mostly rom Swansea, and to some British steamers.

The import trade is not progressing as much as the ermination of the railway to Madrid had led me to xpect. It appears that the line beginning at Alicante eing shorter, and all of it belonging to one company, offers advantages in the carriage of goods to the interior which draw to that port almost all the transit trade. An amalgamation is contemplated.

The following are the number and tonnage of British vessels arrived at this port during the last four years:—

	Vessels.	Tons.	Value.
			£
1857	60	10,396	63,558
1858	107	24,464	202,040
1859	87	13,440	40,746
1860	138	19,314	52,885

The increase in 1858 is accounted for by the stocks of guano from Peru, which were laid in then for two or three years.

The undermentioned have been the principal articles imported and exported in 1860:—

Articles Imported.		Great Britain and Colonies.	Other Countries.
Codfish	cwts.	49,244	1,480
Coals and Coke	tons	11,753	100
Cocoa..	bags	..	2,000
Cinnamon	bales	79	..
Copper	bars	300	..
Drugs and Colours ..	packages	320	1,476
Guano, Peruvian	tons	..	2,996
Hardware	packages	194	912
Iron—Plates, Bars, Tubes ..	tons	6,366	..
„ Nails, Wire, Tools	packages	400	725
Linen Yarns	bales	413	..
Live Stock	heads	..	1,974
Marble	slabs	..	10,000
Machinery and Clocks	packages	197	245
Pitch..	casks	..	549
Perfumery	packages	..	283
Paper..	„	..	192
Roman Cement	casks	..	180
Staves	1,000	..	183
Sugar..	boxes	..	5,700
Silk—Raw	bales	8	797
Steel	boxes	164	945
Stearine	„	..	148
Timber	deals	..	135,000
Tin Plates	cases	2,440	..
Tin Bars	barrels	865	..
Textile Manufactures	packages	690	1,379
Other Articles ..	„	201	1,415

Articles Exported.		Great Britain and Colonies.	Other Countries.
Bones	tons	150	..
Brandy	jars	..	2,000
Copper Ore	tons	220	..
Dried Fruits..	„	30	200
Earth Nuts (pindars) ..	qrs.	..	3,000
Green Fruits (not Oranges)..	tons	8	400
Flour..	barrels	..	1,000
Glazed Tiles.. ..	packages	..	4,045
Garlick	strings	..	11,985
Live Stock	sheep	..	873
Manufactured Goods–Fans, Papers, &c. for the Colonies	pckgs.	..	1,203
Oranges	boxes	97,780	42,600
Olive Oil	jars	..	4,125
Rice	bags	..	8,094
Saffron	cases	..	387
Sheep Skins	bales	..	400
Silk—Thrown	„	30	200
„ Waste..	„	29	531
„ Cocoons	„	..	134
Sardines	casks	..	137
Tallow	„	..	420
Wine..	pipes	948	4,700
Wool	bales	..	3,060

The preceding data have been taken from the reports of arrivals and departures of shipping in the local newspapers.

VIGO.

Report by Mr. Brackenbury, British Consul-General at Vigo, on the Trade of that Port during the year 1859.

During the year the Spanish Royal Navy has been increased within this consular district by the acquisition of five British-built steamers, "Alps" "Teneriffe," "Luna," "Andes," and "Glasgow;" these vessels were bought for transports, and purchased in England, and transferred to the Spanish flag at Ferrol.

In the Royal Arsenal at Ferrol, the screw frigate "Blanca," 37 guns and 350 horse-power, was launched on the 19th of February. The keels were laid of the "Principe Alfonso," 101 guns and 900 horse-power; of the screw-frigates "Lealtad" and "Patrocinio," each of 51 guns and 500 horse-power; and of the screw-corvette "Circe," of 6 guns and 150 horse-power; and the screw-schooners, "Santa Lucia" and "Clanridad," each of 2 guns and 80 horse-power.

Great improvements have also been made in the Arsenal, which I had the honour to report in a previous despatch.

The Spanish mercantile navy was increased by the purchase at Ferrol of the British-built steamer "Tantallan" for the sum of $112,000, or 22,400*l.*, and of the "Rattler" for the sum of $45,000, or 9,000*l.*

In the import trade of this year there has been an increase in the quantities of cocoa and sugar, as compared with the preceding year; while there has been a decrease in coals, cod-fish, hardware, tools, brandy, and hides, as demonstrated in the annexed statement.

The decrease in the quantity of coals imported may be attributed to the stock on hand, as the importation in 1858 exceeded the demand.

The increase in the export-trade during the year, as compared with 1858, consists, as will be be seen by the accompanying statement, in eggs, Indian corn, specie, and pilchards or salted fish.

As regards eggs, not only has the number of boxes increased by 2,788 boxes or 334,560 dozen, as compared with the 3,692 boxes shipped in 1858, but the price is greatly increased by the competition on the part of shippers; eggs having risen as high as 22 cuartos, or 6½*d.* a dozen. The increase in the exportation of Indian corn is owing to the demand in Portugal.

The project of a railway from Tuy to Vigo, alluded to in the two preceding annual reports, is apparently abandoned, owing to the great opposition raised in Portugal, and the preference given in that country to the line from Lisbon to Oporto, over the proposed line from Oporto to Tuy.

The proposed Spanish railway in Galicia is also apparently postponed.

The sea wall at Vigo, which was begun in January 1858, and of which mention was made in my report of that year, continues to progress slowly; representations have been made against its construction by several of the most leading houses and persons at Vigo; the small portion already built proves to be highly prejudicial to the bay, as the rebound of the sea in stormy weather makes the immediate vicinity to the wall dangerous for boats, and obliges the vessels in the bay to moor with a double anchor, which was not generally necessary previous to its construction, which is highly disapproved of by the seafaring and mercantile community of Vigo from the practical evils which it occasions.

The town of Vigo has improved by the building of some new houses, the principal ones being those built by Signor Don Fernando Carreras, who has laid out about 16,000*l.*, and Signor Don José de la Fuente, who has laid out about 8,000*l.* An iron foundry has also been set at work, the property of Signor Don Primo Ortega, on a moderate scale, and pays well.

SWEDEN.

GOTHENBURG.

Report by Mr. Gregstrom, British Consul at Gothenburg, on the Trade of that Port during the year 1859.

The trade of Gothenburg, which in 1858 partook of the depression caused by the crisis, has, during the year 1859, revived with increased activity; and this rapid recovery is an evidence of the general wealth and stability of the commercial body.

It will be seen from the accompanying statements, that the improvement has extended to every branch of trade; but the large amount of shipping is especially noticeable, as exceeding that of any former year, and being upwards of 40,000 tons, or about 25 per cent. more than in 1858.

The following Return of the amount of foreign Bills negociated at Gothenburg for the five years, 1855 to 1859, viz. :—

	Rix-dollars.
1855	26,950,500
1856	35,334,000
1857	43,182,400
1858	35,587,450
1859	39,934,260

shows an increase in 1859 of 4,346,810 rix-dollars, or about 241,500*l.*, as compared with the former year.

Exchange.—The monthly average rates per pound sterling for bills on London, at the Usance, of three months' date, during the year 1859, were as follows :—

	Rs.	öre.		Rs.	öre.
January	17	93	July	17	55
February	17	82	August	17	65
March	17	72	September ..	17	55
April	17	57	October	17	52
May	17	42	November ..	17	56
June	17	50	December ..	17	54

averaging for the year 17 rix-dollars 61 öre, being 39 öre, or $2\frac{1}{6}$ per cent. below the par of 18 rix-dollars.

Exports.

The value of the exports from Gothenburg during the five years, from 1855 to 1859, may be estimated as follows :—

	£
1855	1,100,000
1856	950,000
1857	765,000
1858	875,000
1859	1,100,000

showing an increase in 1859 of 225,000*l.* over that of the preceding year.

Iron.—The export of iron from Gothenburg, in 1859, amounting to 40,405 tons, is the largest that has been known for the last twenty years; and although the prices realized were not high, the result of the trade is considered on the whole to have been fairly remunerative.

The exports for the last five years have been as follows :—

	Tons.
1855	28,200
1856	35,550
1857	31,870
1858	26,850
1859	40,405

The stock on hand at this date is 14,300 tons, against 16,000 tons at the close of 1858. The average price of iron for the year may be taken at 11*l.* 10*s.* per ton, free on board, and the freight to London 10*s.* per ton.

Wood.—The total export of planks, deals, and battens from Gothenburg, in 1859, was 294,700 dozens, being numerically larger than that of any former year.

The returns for the last five years are as follows :—

	Dozens.
1855	232,700
1856	259,550
1857	252,580
1858	205,060
1859	294,700

Of other kinds of wood, the export for the year has consisted of 8,770 pieces of square timber and balks, 11,800 pieces of masts and spars, 10,500 pairs of oars, 730,000 staves of beech, 234,500 pieces of lathwood, 533,000 laths, and 50,000 dozen pieces of firewood.

The average prices of deals for the year, per Petersburg standard of 165 cubic feet, may be taken as follows :—for 3 by 9 inches, 1st and 2nd quality, red, 8*l.* 10*s.*; ditto, 3rd quality, 6*l.* 15*s.*; $2\frac{1}{2}$ by 7 inches, 1st and 2nd quality, 7*l.* 10*s.*; ditto, 3rd quality, 5*l.* 15*s.* White wood was 10 per cent. less than red.

In the beginning of the year, the prospects being favourable, a brisk business was done in wood, at an advance on the prices of 1858; but on the outbreak of the Italian war there was a reaction not only on account of its depressing influence on trade generally, but also in consequence of the considerable rise in freights for neutral ships.

The high rates of coals to the Mediterranean caused a corresponding rise in wood freights, while the state of trade abroad in no way justified the payment of higher freights.

After peace was restored, the wood-trade, both in England and France, improved materially, and shipments were made so freely, that not only were the accumulations of the three or four previous months disposed of, but the autumn supplies shipped to such an extent as to leave very light stocks for 1860.

The momentary reaction in prices during the short period the war lasted was soon recovered, and most of the autumn shipments were made at prices equal to those at which the business of the year commenced; and as stocks generally are small at the various shipping ports in Sweden, it is expected that the year 1860 will open at an advance on present prices.

Grain.—Although the harvest of 1859 was far less abundant, and the condition of the grain inferior to that of the preceding year, the total export has amounted to 202,000 quarters, as appears by the annexed trade return, being 270 quarters only below 1858.

The shipments of grain from the outports of this Consulate, in 1859, have been as follows :—

	Quarters.
Strömstad	28,000
Uddevalla	37,000
Marstrand	23,000
Kongelf	30,000
Warberg	10,000
Halmstad	13,000
Helsingborg	111,000
Landscrona	62,800
Malmö	152,000
Ystad	78,000
Carlshamn	1,200
Total	546,000

showing an increase of above 48,000 quarters, as compared with 1858.

The following articles not enumerated in the Trade Return have been exported from Gothenburg in 1859, viz. :—

Oil Cake	tons	900	Cotton Yarn, lbs. ..	78,000
Tar	„	220	Hides and skins, lbs.	48,000
Potatoes	„	300	Paper, lbs.	50,200
Cranberries ..	„	200	Wax, lbs.	5,7000
Rags	„	38	Cattle, head ..	400
Alum	„	32	Manufac. Silver, ounces	5,000
Zinc-blend	„	125	Lucifer matches	£15,500
Copper and other Ores	„	166		

Imports.

In the estimated value of the imports into Gothenburg for 1859, there has been an increase over 1858 of 180,000*l.*, as will be seen from the Return for the last five years, viz. :

	£
1855	1,480,000
1856	1,750,000
1857	1,320,000
1858	1,120,000
1859	1,300,000

And the quantities of the principal articles imported are shown in the following comparative Table for the same term :—

		1855.	1856.	1857.	1858.	1859.
Coal	.. tons	48,000	61,600	57,700	62,700	68,600
Coffee	.. lbs.	4,400,000	6,423,570	2,316,000	5,920,940	4,961,400
Cotton.. ..	.. „	8,630,000	12,616,600	8,000,000	7,745,440	8,973,040
Cotton yarn ..	.. „	3,768,800	2,265,500	1,314,000	726,160	724,570
Hides	.. „	2,500,000	2,321,600	1,564,000	790,500	1,483,200
Sugar, raw ..	.. „	17,150,000	16,521,600	11,200,000	13,895,870	17,978,300
Tobacco ..	.. „	1,881,000	1,894,800	1,414,000	1,250,600	2,864,250

The quantity of raw sugar imported in 1859 has exceeded that of the former year by upwards of four millions of pounds weight; and it is computed that about fourteen millions of pounds have been used during the year by the refiners in and about Gothenburg.

The product of the several cotton spinneries in the neighbourhood of Gothenburg for the year 1859, is estimated at about ten millions of pounds weight of yarn, valued at 8,300,000 rix-dollars, or about 460,000*l.*

In addition to the quantity of British coal brought into Gothenburg, there has been an import of about 46,000 tons at the outports of this consulate.

The other articles of import not included in the accompanying Trade Return consists of—

Grain, principally Rye and Barley ..	qrs.	8,450
Flour, of Wheat and Rye	cwt.	12,150
Rice and other Grits (not of Corn) ..	lbs.	1,282,700
Almonds	„	87,050
Cheese	„	7,954
Fish, Salted	„	64,435
Fish, Dried	„	928,100
Glass, Plate and Window	„	732,364
Hops	„	93,140
Indigo and other Dyes	„	2,296,354
Iron, Pig	tons	845
Liquorice	lbs.	63,990
Manufactures of Silk, Cotton, Wool..	„	494,316
Oil, Train	„	452,500
Oil, Fatty	„	852,220
Oil of Vitriol	„	476,930
Oxen	head	375
Pepper	lbs.	89,650
Plums, French..	„	107,413
Raisins..	„	235,410
Soda	„	49,463
Soap, Common	lbs.	31,680
Spices	„	18,573
Spirits	„	965,668
Sugar, Refined..	„	1,020,910
Tallow	„	103,200
Tea	„	12,600
Treacle..	„	739,584
White Lead	„	283,440
Wool	„	497,413
Woollen Yarn..	„	105,333
Wines	„	1,114,028
Machinery and Railway Articles ..	value £	26,500
Ships and Boats	„	7,000

The average market prices of the principal articles of import during the year has been as follows :—

		Duty paid.
Coal, British	per ton	16*s.* to 20*s.*
Coffee, Java	per lb.	8½*d.* to 9*d.*
„ Brazil	„	7½*d.* to 8*d.*
Cotton, North American	„	7*d.* to 7½*d.*
„ yarn, British, water No. 30 „ mule No. 36 ..	„	1*s.* 4*d.* to 1*s.* 5*d.*
Hides, Rio Grande	„	1*s.* 4*d.* to 1*s.* 4½*d.*
„ Pernambuco, dry-salted ..	„	11*d.* to 1*s.*
„ Batavia, buffalo	„	7½*d.* to 8*d.*
Rice, Carolina..	„	3*d.* to 3¼*d.*
Salt	per ton	25*s.*
Sugar, raw	per lb.	5*d.* to 6*d.*
Tobacco, Kentucky	„	10*d.* to 11*d.*
Wool, Jutland	„	1*s.* 1*d.* to 1*s.* 2*d.*

Shipping.—At the opening of my report, I alluded to the great increase of shipping that had taken place at this port during the year 1859; and the following Table will show the total amount of British and Foreign trade during the five years, from 1855 to 1859 inclusive, viz. :—

Years.	Arrivals.						Departures.					
	British.		Foreign.		Total.		British.		Foreign.		Total.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1855	190	42,654	1,230	139,311	1,420	181,965	191	43,052	1,176	131,267	1,367	174,319
1856	237	50,197	1,459	171,379	1,696	221,576	222	46,888	1,333	149,350	1,555	196,238
1857	175	37,668	1,301	150,787	1,476	188,455	190	40,977	1,154	153,075	1,344	194,052
1858	190	37,776	1,241	135,745	1,431	173,521	185	37,080	1,010	127,994	1,195	165,074
1859	197	39,315	1,455	172,851	1,652	212,166	200	39,332	1,369	174,466	1,569	213,798

The amount of British shipping at the outports of this Consulate for the year 1859, is as follows :—

	Ships.	Tonnage.	Crews.
Strömstad	13	721	70
Uddevalla and Lysekihl ..	7	859	43
Marstrand	7	852	42
Helsingborg	17	2,044	105
Landscrona	12	1,808	92
Malmó	30	4,241	212
Ystad	6	694	30
Carlshamn	1	180	8
Carlscrona	1	110	6
Total	94	11,509	608

being nearly 5,000 tons less than the preceding year.

The mercantile fleet of Gothenburg consists of 145 ships, measuring 43,200 tons, of which 110 vessels are insured in the Gothenburg Mutual Marine Assurance Company for the sum of 4,545,000 rix-dollars, or about 252,500*l.*

Freights.—Except during the brief period of war in Italy, freights have ruled very low throughout the year. The average rates to London were as follows:—for deals, per Petersburg standard, 30*s.* to 32*s.*; iron, 10*s.* per ton; oats, 1*s.* 3*d.* to 2*s.* per quarter.

Railway.—The government line of railway between Gothenburg and Stockholm progresses favourably, and is now open for a distance of 115 miles.

TRIPOLI.

Memorandum by Major Herman, British Consul-General at Tripoli, on the Trade and Condition of the Regency for the year 1860.

The bright prospects which at the commencement of the present year had dawned on the commercial horizon of this regency were soon blighted. Well-grounded hopes were then entertained that the crops of corn, oil, and other agricultural productions would have been abundant, that the reproduction of the lower animals, decimated by the murrain which had so long prevailed, would have been rapidly developed, and thus improved at once the condition of the labouring classes, and the revenue of the provincial government. For a brief period such in fact was the result, most particularly in the eastern districts. The removal of the restrictions on the exportation of corn and cattle imparted a fresh impulse to the trade with Malta, and led to a large demand for British manufactures, particularly grey calicoes, and such other coarse fabrics, which constitute the raiment of the great mass of the native population.

The government, on the other hand, acquired increased facilities for the collection of the revenue, and for the reduction of the large arrears due to both the civil and military services.

This period of prosperity was unfortunately but transient in its operation. The intense heats of the last summer re-developed and intensified the dire epidemic long lingering among the working classes, and caused a most fearful mortality; while the havoc among the lower animals from the want of forage, the result of a long-continued drought, proceeded *pari passu* and led again to the closing of the ports. But the crowning calamity has been at the sowing season, the failure of the periodical rains—nearly every cistern in the town is dry—the prices of every description of grain have in consequence reached famine prices; the prospects of the unfortunate population are gloomy in the extreme, and the position of the local authorities seriously embarrassing.

During the most flourishing periods of its history, the "cœlo, terra penuria aquarum" was ever the bane of northern Africa; but then a powerfully constituted government, a high and laborious population, by the resources of science and art neutralized the penury of nature, and converted a wilderness of sand into a region of fertility.

With the decline of the empire, these creations of art, such as reservoirs, aqueducts, cisterns, bridges, &c., all the hydraulic wonders of the past, together with the traditions of agriculture and industry, perished. Their stately ruins still proclaim the pristine greatness of the land, while the sands of the Sahara are fast re-establishing their empire over the African latifundia, once the granary of Rome.

Extending longitudinally from Tunis in the west, to Egypt in the east, latitudinally from the southern shores of the Mediterranean basin to the northern edge of the tropic of Cancer; this great outlaying province of the Turkish empire, with a well organized administrative system, and in the hands of any other power, instead of being, as it now is, a financial burthen, would become a permanent element of national wealth. But under its present rulers such a conservation is hopeless. From the absence of all reliable sources of information, an approximate estimate even of its population, revenue, and resources is next to impossible. To mask the venality and corruption of the government employés, the confusion and falsification of returns that prevail in all the public departments, and the wide extent of the contraband trade on the one hand, and on the other the utter ignorance of every branch of economical science, and a singular proneness to exaggeration that pervade the community at large, effectually sport with the labours of the statist, and entail upon his figures the impossible task of determining the value of a quantity unknown, rather than of recording substantial facts.

Such, in fact, is the powerful grasp which prejudice and routine have acquired on the land. Such the all-pervading corruption, descending from the government through every grade of society, extinguishing every sentiment of truth, duty, and honour, and engendering an almost universal intellectual torpor and moral atrophy, that with such elements of execution the boldest reformer may well quail before the labours of regeneration, from the sad conviction that his most strenuous efforts will only tend to realize the moral of the beautiful but melancholy fable of Sisiphus—an eternal round of hope and disappointment.

TURKEY.

ALEPPO.

Report by Mr. Skene, British Consul at Aleppo, on the Trade of that city for the year 1859.

At the beginning of the year 1859 the prospects of the commercial world at Aleppo were anything but promising. The crisis which had rendered mercantile transactions so precarious during the years 1857 and 1858, though it no longer existed, had, nevertheless, completely paralyzed the energy and resources of speculators. The Italian war, too, though it could not in great measure hinder actual exportation and importation, as it left the seas open, still had a great effect on commerce. It kept the expectations of the world in suspense, and merchants were unwilling to risk their capital, when a general war might at any moment have been kindled.

The results of examination, however, have not proved as unsatisfactory as they threatened to be; the fears entertained on the score of a general war gradually subsided, and trade began to improve in proportion as traders grew more confident.

It is not to be wondered at that a period of such ethargic stillness with regard to commerce should have caused a derangement in the proportion of prices, which has not even yet disappeared; a fall in the prices of foreign goods here has been a natural consequence of the crisis; while in Europe the prices have suffered little or no diminution. Yet there is a steady amelioration to be perceived, which, because slow, is the more to be relied upon as likely to continue.

But although objects of importation have experienced a considerable decrease in value, the prices of corn and the necessaries of life have been unnaturally high. The crops, which had at the beginning of the year promised an unusual plenty, were burnt up by the premature heat of the sun before they had attained sufficient ripeness. Many fields, also, which had been left until the spring sowing, now lie fallow, on account of the scarceness of grain in the preceding year having precluded the possibility of a sufficient quantity being kept for seed.

But by far the most pernicious influence in the height of the prices of corn, is the rapacious conduct of the Ayans, or nobles, of Aleppo. They begin by extorting from the peasant the little corn that would by right belong to him; and after having amassed almost all the produce of Aleppo, they store it up in their granaries, and only sell it when they have raised the price to a ruinous point. By this means corn rose to 140 piastres per shumbul in the course of the year. Indeed, notwithstanding the disinterestedness of the Christian merchants, who imported several cargoes of corn, and sold them at cost price, the scarceness of food was so great, and pressed so hard on the poorer population of Aleppo, that it gave rise to a series of popular disturbances, which, however, had no permanent effects.

This undue preponderance of the Ayans is one of the most serious impediments to trade at Aleppo. The fertile soil of Syria, if properly and honestly cultivated, might yield an amount of corn, not only enough for the consumption of the population, but which might even leave a surplus for exportation.

Barley, however, has not suffered from the heat of the sun, and its price will probably fall.

As regards the native manufactures, they have during the last two years been diminishing in quantity, in consequence of the increased importation of manufactured goods from Great Britain, of which there is a great consumption among the recently settled tribes of Bedouins. In 1857 there were 10,000 looms at work in Aleppo, which number was in 1858 reduced one-half, and in 1859 to 4,000 only.

From the causes above-mentioned the value of the importation from Great Britain has this year reached the sum of 307,674*l.* 1*s.* 5¾*d.*, out of a total of importation of 386,970*l.* 7*s.* 4¾*d.* In the exports, however, Great Britain does not bear so great a part as in imports, on account of the inferior quality of the products of this country. In 1858, for instance, out of a total of 364,122*l.* 9*s.* 1¾*d.*, it exported for the value of 20,351*l.* 2*s.* 2¾*d.* only. In 1859, though the total value of the exports had undergone a diminution, those to Great Britain bore a greater proportion to the total, in consequence of the increased scale on which gall-nuts and wool had been exported; out of a total of 282,994*l.* 1*s.* 5¾*d.*, Great Britain exported to the value of 53,509*l.* 12*s.* 7*d.*

The great reform which has been attempted lately in the value of the currency, by the withdrawal of the caïmés, or paper-money, by the government, and the lowering of the Turkish pound to its original value of 100 piastres, and so decreasing the whole standard of gold currency, has resulted in effects diametrically opposed to those towards which the reform tended. Though it unquestionably will ultimately prove one of the most beneficial measures which could have been taken, yet the sudden way in which the government attempted to bring it about, has resulted in a complete failure for the present. Those who possessed gold money, would naturally be unwilling to undergo the loss of parting with it at a value less than that at which they had taken it. A scarcity of gold was thus produced in the market, which caused the Turkish lira to rise suddenly up to 125 piastres, instead of descending to 100. The agio of the "beshlik," or piece of 5 piastres, has thus risen to 20 per cent. This attempted reform has thus not only caused a fluctuation in the value of the present currency, but the market, already suffering by the dullness of trade, received an additional blow from the discrepancies between the value of the Turkish lira and that of the old money, which, as it never bore any proportion to the pound, was not affected by the change.

The Custom-house, however, pays no attention to these disturbances in the value of money. Adhering to the new tariff, they take beshliks, which in the market are worth 6 piastres, at an agio of 20 per cent., and other coin at 22½ to 25 per cent.

The quantity of cotton exported during the year 1859 amounts to about 600 quintals. This article does not afford room for speculation to any great extent, as its cultivation here is on a very small scale. It found, however, an advantageous market in France, to which country from 240 to 260 quintals were exported, and at Constantinople, where about 350 quintals were advantageously disposed of. Its price has for some time back been uniformly up to about 1,400 piastres (10*l.* 7*s.* 4¾*d.*) per quintal, which, because of the large demand for it for the manufacture of native cloths, is not likely to fall, though a more than usually abundant crop is expected this year.

The exportation of gall-nuts has been on the whole successful during the past year, though the quantity exported, from 1,200 to 1,300 quintals, has suffered a decided decrease from former years, which may be attributed to the extensive exportation of this article by the British houses at Bagdad, and the new market opened for it in Persia, having exhausted the amount produced in Syria. The price is steady, at from 2,600 to 27,00 piastres (about 20*l.*) the quintal, without any fair prospects of a fall. This article has found a ready sale in England and France.

The demand for wool, which had in the earlier part of the year been dull, has revived during the last few days, and the fleece, at first worth from 5 to 6 piastres (11*d.*), has now risen in price to 8 piastres (1*s.* 3*d.*). It is impossible to anticipate the amount of wool that may be forthcoming for this year, as disputes between the Turkish Local Government and the Bedouin Arabs have prevented these latter from trading as freely as might be desired. The total quantity of wool exported from Aleppo, Bagdad, and Mesopotamia, in the year 1859, is from 3,500 to 3,700 quintals, which number shows a decrease from former years. Its price has been from 2,200 to 2,350 piastres (about 17*l.*) per quintal, and it is generally expected that it will remain so.

The small amount of sesame seed produced during the past year has not allowed any business worthy of notice to be transacted with reference to that article. The price of what little there was in the market was about 225 piastres (1*l.* 13*s.* 4*d.*) the quintal.

The sale of the native manufactures of Aleppo was very limited in the year 1859. The demand for them on the eastern and southern coasts of the Black Sea is daily diminishing, and in Egypt European manufactures have taken the place of the silks and cottons of Aleppo.

A great regularity has been observed in the prices of silk, and it is not likely that an alteration will take place. The produce was very good at Antioch last year, and this year it promises to be even better still.

Excited by the high price of "tumbaki" during the year 1858, some merchants entered into speculations on this article; but, as the crop was very plentiful in Persia, the price fell suddenly from 31 piastres to 16 or 18 piastres the rottoli, and these speculations proved a failure. Since then the stock in the market has increased.

Ten or eleven thousand bales of goods imported from England having met with a disadvantageous, though ready sale, the number and size of these consignments decreased, until they returned to their ordinary value, when they again entered on a steady increase. The British mercantile houses trading at Aleppo, are exceedingly prosperous.

Sheet copper from Great Britain found a profitable sale in 1859, and between 500 and 600 quintals were readily disposed of, at the price of 45 to 50 piastres (7*s.*) the rottoli. If the demand for this article continues in its actual state, it will have the same ready sale this year also.

The consignments of sugar have been very small, on account of the fall of that article in Europe, and it is sold at 16 to 16½ piastres the rottoli; while coffee, on the contrary, is in great demand, and the prices remain high at 23 to 26 piastres the rottoli.

The trade in Swiss manufactures is now feeling the reaction of its former astonishing prosperity. Rich articles, and veils, called "yashmaks," are the only objects which are sold easily.

The red spun cotton of Prussia is still in favour, and the qualities fit for weaving are sold at 210 to 220 piastres the packet of 10 pounds.

Among German cloths, there is a regular demand for those of Saxony, upon which, however, no particular remarks can be made.

Currency.

			piastres.		piastres.
Sovereign (by the New Tariff)		..	133½	price current	135
Russian Imperial	"	..	108	"	112
Napoleon	"	..	106	"	110
5-Franc Piece	"	..	26½	"	27¼
Dollar, MT	"	..	28	"	28¼
Colonate Ferd.	"	..	29½	"	29½

Exchange.

		piastres.	
London	.. ..	140	the £1 sterling, at 3 months' sight.
Marseilles	.. ..	$\frac{221}{40}$	the Franc, "
Smyrna	.. ..	126	the Turkish pound, at 31 days' sight.
Constantinople	..	126	" "

Weights and Measures.

An English Cwt. of 112 lbs. .. = $19\frac{3}{4}$ Rottolis.
Aleppo "Pique" .. .. = 2 Feet.
Quarter .. .. = 8 Constantinople Rottolis.
Shumbul .. .. = $2\frac{1}{2}$ Constantinople Kilos.

Price of Carriage.

From Aleppo to Alexandretta.	By camels, in winter, 120 piastres, maximum. " in summer, from 80 to 100 piastres. By mules, from 100 to 140 piastres.

Report by Mr. Skene, British Consul at Aleppo, on the Trade of that District for the year 1860.

The frequent and unexpected changes which have occurred during the year 1860 in the political state of Europe, and the consequent absence of uniformity in commercial transactions, have made it an almost hopeless task to draw a comparison between the trade of Aleppo for this year and that of the preceding ones. The disastrous events which have convulsed Syria, and the destruction which seemed imminent to the Chistians, and consequently to the commercial vitality of this city, caused a hesitation on the part of importing houses to trust their fortunes to the slender chance which Aleppo ran of escaping the fate of Damascus. The great mercantile houses here were strongly advised by their correspondents in Europe to liquidate their affairs as soon as possible, and save what they could from a ruin which then seemed inevitable. Trade was consequently at a stand still. When, however, there was no longer any immediate danger, the massacre of Damascus, though so fatal to the prospects of that city, seemed to have a beneficial influence on the commerce of Aleppo. The whole of the trade of Syria, which had formerly been dvided between Aleppo and Damascus, began of necessity to flow into the market of the former, and Aleppo so became the sole channel for supplying the wants of Syria. Trade was thus alternately plunged into the depths of ruin, and raised to the highest pitch of prosperity.

On account of the rise in the price of articles of exportation, caused by the paralyzation of trade in one part of the year, specie has become exceedingly rare in the market, and consequently bears a fictitious price of 30 per cent. on gold coin, and $27\frac{1}{2}$ per cent. on silver coin above its real value.

The local government is, unfortunately, not in a condition to ameliorate this state of things, which bodes no good for the trade of next year.

Imports.

The importation of British manufactures having to supply the wants of the Arabs of the whole Syrian desert, was on a greater scale than in any of the preceding years. As they are generally imported by commission, the chances of gain are almost as certain as loss is impossible, and therefore their importation is very generally carried on here.

Printed cloths have been in good demand for some time.

Scotch manufactures are imported in less quantities than usual, but it is hoped that they will soon regain their place among the imports.

Swiss manufactures have this year figured more conspicuously in the imports of Aleppo than has been the case for some time back; of the article called "yashmack" especially, 84,000 dozens have been imported, to the value of 3,060,000 piastres. Embroidered muslins too have been imported to a large extent.

The spun cotton of Prussia (the only kind which could be used by the weavers of Aleppo) has been diverted from the channel of Damascus and Beyrout, and has consequently been brought to Aleppo in very great quantities. The trade in Prussian cloths also has not yet been equalled by that of the cloths of any other country.

Fez caps from Austria are in great demand here, and are preferred to those of any other country, with the exception of those of Orleans, which are finer. These are not, however, imported in such quantities as to supersede those of Austria.

The common cloths of France allowed some latitude to traders to speculate in them with success.

Copper has continued to play a great part in the trade of Aleppo, and 700 quintals of it have been imported, at prices of from $52\frac{1}{2}$ piastres to 55 piastres the rottoli.

Iron, lead, and zinc have experienced no change since last year.

Colonial produce has also followed the regular course, and there has been a certain degree of demand for it.

Exports.

Wool has found a very favourable market in Europe, especially in France. Before the washed wool of Mesopotamia and Bagdad, which came near the end of the year, and fetched from 2,000 to 2,350 piastres the bale, had arrived at Aleppo, the wool of the place was easily sold at from 1,400 to 1,600 piastres the bale. 11,000 bales were shipped at Alexandretta almost all for France.

Of gall-nuts, a large quantity was exported with advantage to the purchasers. But sellers having been encouraged by the high prices of last year, speculated on a great scale in this article, and felt most strongly a sudden fall in the prices in Europe, which obliged them to sell their large stock with loss. The high price at which this article, notwithstanding its plenty, had been sold (from 2,650 to 2,700 piastres), may be accounted for by the lateness of the crop this year, and the consequent exhaustion of the supply at Liverpool and Marseilles.

Cotton was exported in small quantities (1,000 to 1,100 bales) without any remarkable incident, at about 1,400 piastres the quintal.

Pistachio nuts, which have until now been only a secondary item in the exports from this city, have this year found an extensive sale at the price of 1,200 to 1,300 piastres per quintal.

There was no demand for Persian silks this year, and only about 60 bales were exported, at 6,000 piastres each.

Speculation in sesame seed was abandoned on account of the highness of its price, 650 to 700 piastres the quintal.

Native Industry.—The destruction of the silk manufacturies at Deir el Kammar and Damascus has naturally benefited the weavers of this town; and, indeed, the 4,000 looms which represented the native industry of Aleppo last year, have this year increased to 6,000. If no untoward event should baffle the rising prosperity of Aleppo, it is to be hoped that it will soon afford as plentiful a livelihood to the weavers as formerly, without, however, causing any impediment to the development of the trade in British manufactures.

Shipping.—Compared with the returns for the preceding year, there is an increase in the arrivals of 10 vessels, and 7,006 tons; and in the departures, of 11 vessels, and 7,899 tons. This increase must, however, be attributed to the establishment of another line of steamers trading between Liverpool and Alexandretta in opposition to those already existing, and not to any increase of commerce; the value of both imports and exports being but a trifle above that of 1859.

There is a small decrease in the number of vessels arrived and departed, but an increase both in the tonnage and value of imports and exports.

The Russian steamers show an increase of vessels and tonnage, both in arrivals and departures, and also of 20,236*l.* in the value of exports, and 101,721*l.* in that of imports.

BEYROUT.

Report by Mr. Moore, British Consul-General at Beyrout, on the Trade of that City, &c., for the year 1860.

The trade of Beyrout throughout the year has been dull, and the merchants complain of having in many instances sustained heavy losses.

The chief causes are the almost complete failure of the corn and oil crops, particularly in the south; the destruction of a considerable portion of the silk crop during the civil strife in the Lebanon, and the devastation of the Christian quarter in Damascus. Not only has the consumption of English cotton yarn by the looms of Damascus been almost nil. since July last, but the suspension of payment by nearly all the merchants and tradesmen of that city has added to the embarrassment of those concerned in the import trade.

Amidst all these discouraging events, English import trade has nevertheless maintained its standing, as shown in the following Table:—

Years.	Number of Vessels.	Tonnage.	Value of Imports.	Value of Exports.
			£	£
1856	92	35,003	519,466	42,765
1857	66	26,381	276,472	66,912
1858	73	30,837	432,987	31,348
1859	63	25,661	361,719	8,052
1860	63	31,761	363,585	2,909

I shall be able to speak more accurately of the state of the commerce of other countries when the annual returns of trade, now in preparation at the foreign consulates, are completed. But it may be here stated, that the imports to Syria during the year were less than in former years, and confined to articles of primary necessity, such as coarse cotton goods and woollens, and articles of food, and these only to the extent of actual consumption. The English import trade maintained its ascendancy over that of other countries, as the Manchester cotton goods, forming the chief item, have become indispensable to the natives, for the reasons stated in my reports of past years. As regards the fancy manufactures of France, Switzerland, and Germany, which had competed with the English manufactures, their importation has diminished on account of the disastrous occurrences of the year.

In exports from this port there is a very considerable decrease compared with former years; and the exportation of Syrian produce from the other ports on the coast is almost nil., whilst in former years many shipments of corn were made; as many as seventy cargoes in 1857 for England alone. The chief cause, as already stated, is the failure of the crops. Indeed, had not Egypt come in aid with a supply of wheat, the inhabitants of Syria would have suffered exceedingly. Egypt has supplied this country with corn during 1860 to the value of 120,000*l*. This circumstance has further checked the importation of foreign goods.

In addition to the causes which have operated prejudicially upon the trade of this country, I may mention the suspension of the Tribunal of Commerce at this place. The non-settlement of cases both fettered and diminished commercial transactions. I have recently succeeded, in conjunction with my colleagues, with the concurrence of Ahmet Pasha, in re-organizing an institution so indispensable to the proper working of trade in this extensive pashalick.

I should not omit to state that what has in some degree compensated for the depressed condition of trade subsequent to the massacres, is the amount introduced into the country through charitable contributions from abroad, and the expenditure of the foreign naval and military forces since the occupation, calculated to amount to not less than 250,000*l*.

The carriageable road between Beyrout and Damascus is still in progress of construction. Though the works had been retarded by the troubles, they have since been resumed: the expectation is held out that the road will be finished towards the end of the present year. A line of telegraph to connect Beyrout with Damascus is also in course of construction, the wire having arrived two months ago from Constantinople.

The Ottoman Bank here has, for the causes adverted to, restricted its operations. It is the opinion of the best informed among the mercantile body, that mistrust and stagnation in business must continue until new administrative changes be adopted calculated to restore confidence.

The early falls of rain and the present propitious weather are so far favourable symptoms of a good harvest.

It can hardly be expected that the local government should have had leisure to occupy itself with measures for the encouragement of commerce, or the protection of agriculture and industry, during the last six months. I cannot therefore report any remedy to the disadvantages under which trade is labouring at this port, pointed out in my preceding commercial reports, in respect to insufficient warehouse-room at the Customhouse, want of a breakwater, and the necessary number of lighters for the discharge and loading of vessels.

The French, Austrian, and Russian lines of steamers have continued their fortnightly voyages to this coast, connected as they are respectively with the principal ports in the Mediterranean. The Russian Steam Company, though emanating from Odessa, is still confined to a carrying trade within the Ottoman dominions, and no direct trade has, as yet, been established between Russia and this country. The competition of the Russian line has been seriously felt by that of the Austrian Lloyds, as the Russian steamers carry goods and passengers at much lower rates.

The rates of exchange on England have ruled high, varying from 119 to 122 piastres per pound sterling, owing chiefly to the absence of exports to Europe adequate to meet remittances for the imports.

BRUSSA.

Agricultural Report by Mr. Sanderson, British Consul at Brussa, for the District of Brussa, for the year 1859.

Notwithstanding that the grain crops turned out but middling in this vicinity, and generally in the province, no scarity occurred, as was rather to be apprehended. The mildness of the winter season kept the communications open with all parts of the country, and the wants of our market were supplied for the time, but under a considerable advance, on the prices of the previous year, up to 54*s*. the quarter for the best wheat.

The same open weather was favourable to field labour for next crops, which has been carried to the usual extent, according to the means of the rural population.

A rumour has got afloat that the seed of the corn in the ground has become tainted with some disease like that of the vine and potatoe. This is owing to yellow patches appearing amongst the shooting corn, and surmised to arise from some distemper in the seed; and the same thing is reported from a distance as well as observed in our neighbourhood.* I mention the circumstance as spoken of, and such inference as to its real origin, which may be from some blight or other ordinary cause, must yet be premature and inconclusive.

I have to report heavy rains which destroyed the cotton plants, or afterwards choked their growth with weeds, the ground having become too much soaked to allow of working to remove them. And although there was some exception, it was too partial to found a conclusion how far this culture from American seed may answer to yield a crop. The previous result, on a very small scale, showed that the experiment is worth pursuing, and which I shall continue to encourage as much as possible.

The disease of the vines was further on the decrease, but is far from having disappeared. Grapes for making wine were, however, cheaper. Those for white wine, the principal sort, costing about 100 piastres (12*s.* 6*d.*) per load of 100 okes, or 2½ cwt.; and the black grape, which is more rare, 120 to 140 piastres (15*s.* to 17*s.* 6*d.*)

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* On inquiry made by the authorities, it is found that only fields sown very early exhibit this appearance in some few places, and the rising corn is otherwise looking very well.

The gathering of olives, as there was occasion to mention in my trade report, was insignificant, and as peculiar to this fruit, it is very seldom prolific for two consecutive years. From the alternate result, according to experience, an abundant crop is expected this year.

Potatoes had been grown in greater quantity than at any previous period, and had attained their full maturity, very fine and healthy, with ready buyers for the Constantinople market, when, unfortunately, the grounds where they are raised, a few miles from town, were flooded by a torrent, and a small portion of the crop on the most elevated spots only was saved.

The same inundation did otherwise great damage in the villages and adjoining lands exposed to it. The torrent which traverses this city had not attained such a volume and power for more than 20 years; but it subsided, when most threatening, without having produced any destructive effects of consequence.

Last season's favourable result for the rearing of silk-worms gave an increased impulse to planting the mulberry, which is extending in a very considerable ratio of 5 to 10 per cent. annually, and is the most promising and lucrative of any species of culture, for those who breed the worms, of any in this quarter, under actual circumstances. The method of hatching and heating them till the completion of their process is now considered by some, from the result of their researches, as more conducive to preserving the brood in a healthy state than the practice in France and Italy. Here the leaves are not gathered from the trees, and distributed for the food of the worms, ranged in layers, requiring also to be constantly cleansed of the impurities voided by the worm. But twigs or branches are cut off with the leaves upon them, and placed on the beds where the worms lie, which naturally ascend to reach the fresh food, and are protected by the twigs from being intermixed with the deposit underneath. As they increase in size they are separated into other beds to afford the necessary space, and the same mode of feeding precisely pursued, until the time when they refuse nourishment, and are ready to spin their cocoons. For this purpose branches of dwarf oak are provided, on which they climb, and finish their process. Everything is superintended by the simple peasant, who neither possesses nor uses any thermometer for ascertaining the temperature, rears the worm in his ordinary dwelling, or any adjunct he can contrive for the purpose; ventilates, or introduces heat as the weather and condition of the worms indicate to be most suitable. But there are no regular establishments, such as called "magnanneries" in France and Italy, for rearing silk-worms. Some loft or outbuilding, perhaps intended for that purpose more especially, may be so appropriated during the season, in addition to temporary sheds, and the room inside the house. And the whole management, open to various objections, as it also has its merits, is purely empirical, not conducted on any studied principles of science.

In an agricultural point of view, this method differs in two material particulars from the European. Bringing home the leaves attached, instead of collecting them in the field, here saves a great deal of time and labour. And the trees thus annually lopped remain usually low, to be conveniently accessible without the aid of a ladder; fresh shoots come forth in course of the season to yield a new crop of leaves next spring and summer. But the trees, not arriving at their full size, do not each yield a large quantity of leaves, nor stand isolated to leave the soil free for any other product. This, however, depends on the owner, who, if he chooses, may plant in rows, wide apart; and appears far preferable as giving the more scope for the growth of the trees, and allowing other crops to be raised, and the ground to be turned up and cleaned by the plough. Most mulberry plantations being, on the contrary, close packed, the soil must be dug with the spade or mattock to clear it of weeds, and receive manure for the nourishment of the trees and their healthy preservation.

On the whole, the practice of fetching the leaves on the branches, taken with all its consequences, appears to have the decided advantage, though requiring many more trees. And unless the peasantry have the number of young children needful for the extra toil, which would be an incidental accessory, probably rare, they could not, by changing here the mode of feeding, bring forward the same number of worms to produce the same quantity of silk as they do.

Economy of labour is the more an object from the continuous high cost of its hire; men working in the field by the day during the fine season had to be paid 14 to 15 piastres (1*s.* 9*d.* to 2*s.*); and wages for the year to able hands came to about 15*l.*, besides the keep, 7*l.* more. In winter, daily or monthly wages come to about one-third less.

The dearness of culture is one reason why the value of land does not much increase here. Yet part of the country near to this is admirably suited for stock and dairy farming, besides advantage to be taken for raising a silk product on a large scale. And there are sights either quite healthy, or which might be rendered so, at the expense of a few hundred pounds for drainage. But no capitalist, who could at the same time exercise an active and intelligent superintendence, has entered on such an undertaking, although offering considerable inducements under proper management.

After various surveys and projects originating with the Porte for draining the large marsh in the midst of our plain, the work is still deferred for want of funds appropriable for the purpose. The road to Ghio, to which it lies contiguous, ought also to be finished, in order to render the lands to be reclaimed profitable to the full extent, as this route, being rendered practicable at all seasons for suitable vehicles, would, amongst other benefits, vastly enhance all landed property in our plain, and operate as a premium for the extension of culture there. It is naturally fertile in bulbous and succulent vegetables or fruits, as melons, gourds, cucumbers, &c., and has every adaptation of soil for horticulture of various esteemed kernel fruits. The peaches of a village, five miles from hence, are probably unrivalled anywhere for size, beauty, and flavour. And grapes are grown in abundance at the base of Mount Olympus, little, if at all, inferior to those of the vineyards of Scutari, the most renowned and prized at the capital.

All these fruits require easy and prompt carriage to the steamers to preserve their bloom and freshness, as the same convenience of transport would be needful for the produce of the dairy to reach its chief market. But those near, alike with more distant sources for increased production, are cramped and impeded by the withholding the sum needed to join only the links in a short line of transit to the sea, long since more than half executed; and the sum so required is almost insignificant in the general budget of the State. As the funds for that expenditure are chiefly derived from the fruits of agriculture, its advancement by the removal of inconveniences always subsisting, but not difficult to overcome, may well rank as one of the reforms the most essential and pregnant with happy results which the Porte could introduce.

It established in another part of the district, at Mihalitz, and still maintains, at very considerable cost, merino flocks, numbering by last information about 22,000 head; whilst no pains have been taken to naturalize and spread the breed to improve the wool of the country. What those merinos yield is employed in the Sultan's cloth manufactory at Miomedia, another drain for money; and the large flocks which furnish the raw material remain isolated and unserviceable for any other purpose.

Report by Mr. Sandison, British Consul at Brussa, on the Trade of that District for the year 1860.

Imports.

A scanty corn harvest and yield of cocoons in this division of the district, joined with a continuous scarcity of money, were not conducive to activity in the trade, which, however, maintained nearly its previous level. In

British cotton manufactures, its main staple, there are no signs of any falling off, inasmuch as the number of retail shops and of the larger dealers in this line continues the same; but few failures occurred, and these of a petty class. The variety of sort and quality of the goods rendering them suited to all customers, with many of whom cheapness is the first object, without regard to other circumstances. This contributes to extend their sale, and in its full wonted superiority over continental manufactures, whilst fair prices have been maintained. New articles are also introduced from England as found adapted to the market, which consisted of cheap printed handkerchiefs for female head gear, printed shawls of 3½ yards, of the value of 1*s.*, both of which sold largely, and a silk and woollen stuff worth 8*d.* to 1*s.* 1*d.* a yard have come much into vogue, and are used to some extent by the silk factory girls, who lay out too much of their earnings in dress. Our woven stuffs continue at the same time to be substituted more and more for those of native make in which British yarns are used.

This has affected the consumption of twist, which is consecutively declining, and underwent a material reduction, whilst prices were rather higher for what the market took off. Extra water of the low Nos. 8-10 and up to 30, in less degree, had the most run; the additional twist given to the yarn rendering it less liable to break, and the easier for the natives to work.

Foreign continental manufactures have become confined to a few articles, being cloth from Belgium and Germany, red caps from France and Austria, a cheap cotton stuff called printannieres, from France, and cottonines; another still cheaper from Switzerland and Saxony, both in imitation of Brussa dresses.

In colonials, coffee, though become dearer at 72*s.* to 75*s.* the cwt., has been of steady sale; that of sugar increased, as more used for intermixture with substances serving for common food in lieu of grapes, greatly destroyed by the renewed and more violent ravages of the oïdium.

Iron and tin have both risen in value as quoted in the general price current, owing to little having come.

The business done at the fair of Balukissar in August, on account of the wide-spread scarcity of money, was nearly all on twelve months credit, in order to dispose of the stocks of goods taken there, the most prominent articles being British manufactures from hence and Smyrna.

Notwithstanding the dearth of money, there is proof that the pressure in this respect does not exist in parts of the country contiguous to this. For it was calculated that nearly one-fourth of last year's cocoons was, latterly, still remaining on hand, chiefly at Bilijek, and along the Sangarius, and held for an advance on the prices offering, though high, and to the fullest pitch of the foreign markets for silk; and there can be little doubt but cash to a considerable amount is retained in various parts of the interior farther off, from which there is a constant drain of it from hence towards payment of grain furnished for local wants.

In addition, 470,000 bushels of grain from the Black Sea were last year imported at Ghio, chiefly distributed in that part of the country on account of the deficient crops, and partly sold here.

The returns made for those supplies of grain may absorb no small portion of a million to a million and a half sterling cash, brought chiefly from the capital, circulated annually in this province for the sole purchase and reeling of cocoons, according to the amount of the yield.

Exports.

The last gathering of cocoons was very chequered here and throughout the Sangiak, where it was in general short, with many instances of failure. Yet in the town of Bazarkuy, between Ghio and the Lake of Nicea, it was especially copious, and alike at a small port in the Gulf of Nicomedia, and also plentiful about Bilijek and other places on the Sangarius, the usual largest sources of production, but the worms are nowhere exempt from disease. The aggregate yield, though much under a full average, was to the computed extent of 300,000 of okes, or 725,000 lbs., equivalent to 200,000 to 220,000 okes, being 550,000 to 605,000 lbs. of filature silk, inclusive of the product of 60,000 bushels of cocoons stated to be exported chiefly for Marseilles, and from the Gulf of Nicomedia the greater part. In part there were shipped also for the same port 450 bales, containing 9,000 bushels, from Ghio, with 9,000 more from Panorma, and 2,000 besides for Trieste, according to the reports of our district consular agents at those stations.

Only about 4,000 okes, 11,000 lbs. of silk reeled by the old method, appeared in the different local markets, being so long anticipated—almost given up, and superseded by the regular filatures. Some of these have been dismounted or left at a stand, whilst the reels in others were increased, and some new factories brought into activity. The total number employed, of all sizes, at the close of the year was 83, furnished with 3,752 reels, and giving occupation to more than 5,000 persons, at the average wages of 6 to 6½ piastres, 1*s.* to 1*s.* 1*d.* a day. Few filatures are, however, kept at full work throughout the year, and the most part suspend, in course of the winter, until the new cocoon season in the end of June.

Much of their silk was brought out this last season, on contract, with commission agents, in execution of orders from France, and in minor part from Italy and Switzerland; those agents advancing the money for the cost of the cocoons and labour. The price they first paid for first class silk, No. 11-12 (deniers) was 485, afterwards 485 piastres (32*s.* and 29*s.* 3*d.*) per oke, and for inferior irregular reeling 430 piastres per oke (28*s.* 5*d.*)

What business the filateurs did on their own account as exporters left but scant profit at best, and may be attended with loss, as some of them injudiciously paid too dear for cocoons, and the markets of sale have successively declined and become duller; orders received at Lyons for silk goods from the United States of America, which rank as most important customers, having been withdrawn owing to the dissensions there.

The temporary extreme rate for cocoons was 46 piastres the oke (2*s.* 1*d.* per lb.) in the fresh state, and the more paid on discovery that they rendered more silk than usual, giving 10 to 10½ of fresh cocoons, instead of 12 okes on the average, as wont.

The substance and quantum of fibre was therefore relatively superior, which would seem incompatible with its having been spun by the worm in a state of disease, yet it would be found extinct in the finest sound cocoons, or when passed into a moth too feeble for reproduction.

People are thus at a loss whence to select eggs for next brood, and some speculators have had resource to Magnesia and Smyrna, as they are deemed healthy sources. Unfortunately it resulted, from the experience of last season, that the epidemy had tainted Lefké on the Sangarius, which before had a special preference for sound larvæ, and of a superior sort for their cocoons. A large quantity of eggs has, however, been raised anew at that place for distribution on sale, a proof that the insect had not there lost its prolific powers. After the prevalence of the malady, now for several years, it has certainly been found to diminish considerably the cocoon product, but not to increase in intensity and spread to prevent it. Yet it so far changed its type that the insect brood is much more generally vitiated, and confidence unsettled in any accounted even the best. It exhibits, in its course, the most singular anomalies besides the one alluded to. Thus larvæ divided into lots from the same parcel have given quite different results here in different houses. In one, the dram when vivified yielded 4 okes, or 11 lbs., of cocoons, an excellent and rare product, in another, the whole lot, little or none. The disease therefore seems to be developed by particular influences of the locality, atmosphere, and state and quality of the leaves; when wet, or too damp, they are highly noxious, given for food, as it may also be propagated from inherent taint in the larvæ used.

The peasant must have a large house who can employ so much as 200 drams, or 22½ oz. of eggs. The most extensive establishment by far for the purpose in the country is on a property, jointly British, near to town, which has accommodation for the development of 10 to 11 pounds of eggs, requiring 50 acres of mulberry plantations.

Wool.—The clip was favourable in the interior, and reported at 50,000 okes (625 tons) in the territory of Koriah and Kana-hissar, which finds its way, most or all, to Smyrna. From this district 66 tons were shipped at Panorma, and a vessel of 120 tons laden with it at Ghio, both for Marseilles.

The trade in oil, and salted olives, very important for Ghio, and extending to Mundania and along the coast westwards to some distance, has been much contracted by the failure of the green crop—again, last year, comparatively insignificant.

The coast traffic in the common spirit (Rakkee) made from wine has alike greatly fallen off at Mundania and Panorma, owing to the deficiency of grapes.

Their price here was 130 to 140 piastres, 21*s.* to 22*s.*, the load of 2¼ cwt. to make wine, which costs about 6*d.* per bottle from the cask, for good white, and at the same rate for exportation.

Angora goats' wool, though not a district product, goes through Nicomedia as a usual channel of transit to the capital, and may merit notice from its importance as an export. The last clip is stated to exhibit an increase of 1,200,000 okes, or 3,330,000 lbs., for which the local price was 28 to 40 piastres per oke (1*s.* to 2*s.* 5*d.* per lb.)

Local Manufactures.—There were produced from 42 looms 2,400 pieces of silk and cotton stuffs of 7 yards, and from 100 other looms 20,000 Bath wrappers and towels of different sizes, to which compass the latter trade is reduced by the introduction of rival articles from England, as the other branch of manufacture has been nearly superseded also by cheaper goods from thence. Other local fabrics, chiefly home-made by the rural population from English twist, have alike declined from similar competition.

Regulations in Trade.—The new wine duty, or the excise of 20 per cent., only affects what is consumed in the country; all exported being left subject to the former customs. There is only besides to notice what relates to the currency, which, by a firman published in March, was to be placed on the invariable basis of 100 piastres to the gold medjidie, according to its primitive rate; and the exchange to be maintained steady at the relative par of 110 piastres per pound sterling; the Porte having made arrangements, as announced to that effect; and for the gradual withdrawal of the old Beshliks, as well as the immediate suppression of caimés. Those arrangements having been but partially carried out, the currency has remained here unsettled, and the gold medjidie continued optionally rated at 100 to 150 piastres in transactions between individuals. The ordinance, however, affected deeply the nature of pending engagements, rendering the debtor, after a brief period, liable to make good the amount due at 100 piastres the gold medjidie, which he might have contracted for on the footing of 150 piastres and upwards, thus adding 50 per cent. or more in coin to his debt. This was so onerous that it was found impracticable to be enforced; therefore the public authorities, on such claims being brought before them, usually suggested a compromise between the parties as the only means of settlement. The authorities, in fact, never insisted on the medjidie being a legal tender at 100 piastres only, as ordered, but allowed copper or Beshlik money to stand in lieu, at 105 to 110 piastres, according to their course.

The calling in of the caimés, however unavoidable, in order to prevent their value sinking, so as in course of becoming nominal, had, however, left a void in the circulation, in conjunction with the straits in which it placed the government (disappointed in obtaining the aid of a substitute), which has caused a severe counter-pressure for the public.

Under the contraction of the currency, the rate of interest here, already enormous, has doubled so as to reach the ratio of 184 per cent. per annum, there being frequent instances of half a piastre a day per gold medjidie being paid for a temporary loan, and at a quarter of a piastre a day, or 92 per cent., this is not easy to be obtained. The sarafs who may have any money at command will not part with it for any lengthened term under 4 to 5 per cent. a month, and with security, and to borrow at 1 to 1½ per cent. a month as was customary, or even at 2 to 3 per cent., has become impracticable. Of this state of things it is very difficult to form any anticipations of the sequel.

The new commercial tariff in progress of negotiation, as announced from public sources, is looked for with great interest, and when it comes into operation cannot fail to be a great benefit to the country, eventually. There is equal or greater need of reform in the tariff of internal duties which will come elsewhere under notice.

The amount of British capital engaged in the trade here, and establishments connected with it, may be taken at 50,000*l.* to 60,000*l.*

DAMASCUS.

Report by Mr. Brant, British Consul at Damascus, on the Trade, &c., of that City for the year 1859.

I WAS reminded by a circular from Mr. Alison, dated March 29th, 1860, that a report on the commerce, industry, and statistics of the Pashalik of Damascus, was required twice a year to reach Her Majesty's Embassy at Constantinople about the middle of July and January. The period of complying with this instruction has now arrived, and I should do it with satisfaction, could I furnish any details on these matters which would throw light on subjects of interest to Her Majesty's Government and the nation. Unfortunately, the state of Syria is so deplorable, that I am forced to report periodically the same state of distress and stagnation in trade. On the present occasion, however, the relation admits of some variety, but in a sense which is undesirable. Retrogression has succeded to stagnation, and the future unhappily holds out no prospect of improvement. This is the more deplorable, as it ought not to be so in a country possessing every element of prosperity excepting good government. The basis of consumption is production, but when that is partially arrested by unfavourable seasons, and misgovernment destroys what nature has spared, we are deprived of every rational hope of future amelioration. Last year the harvest was a scanty one, and the scarcity of grain occasioned high prices of bread and food generally, and increased expenses in the keep of animals. The silk crop was also a partial failure, and, although, the olive trees and vines yielded abundantly, yet that compensated only in a slight degree for the deficiency in the more important crops on which the cultivators mainly place their dependence. The population suffered every kind of vexation; to the usual one of employés extorting arbitrary exactions, was added that of troops, sent out to collect the taxes, living on the peasants at free quarters, the forcible collection of arrears of taxes, in many cases fictitious, of new taxes demanded as an advance to Government, and of the increase of old taxes, all these calls being made in a harsh manner, and at an unseasonable time, before crops were realized, overwhelming the peasantry, and left them nothing for their families but the barest necessaries. Such a state of affairs existing, it could not be otherwise but that consumption of manufactures, native as well as foreign, sensibly diminished, and trade suffered. In some parts of the Lebanon disturbances occurred last summer, but they were arrested before they spread far, and before much injury had been afflicted, though they served to augment in some degree the causes of excitement.

In the spring, the new firman regarding the currency for a time threw the whole trading community into confusion, and arrested all their dealings. After some time the Pasha consented to allow coins to pass at the same prices as at Beyrout. This has calmed that subject of disturbance temporarily, but it will soon recommence, if the Porte persist in carrying out the order regarding the money. The local government has endeavoured to alter the conditions of the loans contracted, some persons were frightened into compliance, but most lenders declined consenting to the terms proposed; for the present, other causes of excitement have occasioned this contest to be dropped. The treasury here is quite empty, and does not pay any claims; it cannot borrow, and has obtained small forced loans from its own subjects and Christian merchants, for immediate necessity. The civil war now raging between the Christians and Druses, has superadded another cause of distrust and disturbance to those already existing, so that everything is in confusion; the people are absorbed by their fears for the moment, beyond which they cannot look, and it will not be until they recover their self-possession and powers of reasoning, that the extent of the evil produced by these unhappy events will become apparent. I am sorry that I cannot say anything more satisfactory as to the state of trade. Industrial undertakings are for the present suspended, and have in general been very little attended to for some time past for want of encouragement. With regard to statistical data, information of the kind can seldom be obtained in Turkey, and I cannot suppose that it were desirable to substitute conjectures for facts; I cannot say anything, therefore, on that point. Since the commencement of the disturbances in the Lebanon, the works on the French road from Beyrout to this city have been suspended; the company has suffered many losses, such as its horses being stolen, and the chief engineer's house burned at Hammana; it is supposed, however, that when peace is restored, the works will progress rapidly, as crowds of people impoverished by the loss of their property during the war, will be glad to hire themselves as labourers.

MONASTIR.

A General Report by Mr. Ricketts, British Acting-Consul at Monastir, on the Agriculture of that Province and its Dependencies for the year 1859.

Although there are no data by which one can ascertain the exact proportion in which property is divided in the districts of Monastir and Geortsché, yet, generally speaking, it may be considered that one-fourth of the mülk, or freehold property, is held by small proprietors, either Mussulman or Christian, and three-fourths by large proprietors, such as Turkish beys and rich Christian merchants.

Among the peasant proprietors we find some who possess 1½ acres, some 10 acres, and others 30 or 40 yards of land.

The first of these are the most numerous, and as they cannot support a family on 1½ acres, but are compelled to rent additional land, I shall class them more particularly under the head of metayers, of whom mention will be made hereafter.

As regards those who live on 10 acres of land. The condition of these villagers appears greatly to depend on the quality of land they possess. Thus, if the soil be good, a family of ten people can live there and do well; should it, however, be a soil that requires much labour, the owner has recourse to rent land in addition to his own. The reason of this is that the inhabitants of these districts appear rather sparing of their labour, and population and cattle being scarce in proportion to the quantity of land, manure is in many places difficult to be obtained. If then these 10 acres happen to be of an indifferent quality, the owner, instead of endeavouring to improve it by extra labour and manure, only cultivates it every other year. If it be of a good quality, the whole 10 acres, or such a portion as appears to be productive, is annually put under culture. Two oxen are the only stock required for the ploughing. Whereas formerly two to three inches was the greatest depth ploughed, it is not uncommon in the neighbourhood of Monastir now to find land turned up to a depth of six or seven inches. Harrows are never employed. There is no system of rotation of crops. Hay and vegetable mallow are the provisions generally used for feeding cattle in the winter. Cabbages are planted to a great extent; potatoes, carrots, and turnips are very rarely sown. The grain crops were very indifferent during the last year.

Most of the available land is made use of. There are several square miles of marsh land in this plain which could be drained without much difficulty. When, however, the population becomes augmented and land really scarce, then one may expect that the country now lying waste will be turned to account. At present the expense attending any such undertaking would be far beyond the means of the inhabitants. I doubt whether the government, in the present state of its finances, would be able to carry out any works for the effectual draining of the marshes in the plains of Monastir.

The following is an account of the produce raised from 10 acres of good soil by a peasant proprietor and his family: 8 acres were sown with wheat, barley, and rye, and 2 acres with Indian corn, vegetable mallow, and beans. The total amount of wheat, barley, and rye was 58 quarters from the 8 acres; and 14 quarters of Indian corn, 20 loads of vegetable mallow, and 240 okes (at 2¾ lbs. to the oke) of beans from the 2 acres: giving a total of 72 quarters of grain.

The bread eaten by the villagers is mostly a mixture of Indian corn, barley, and rye. Say, there are a family of 10 persons living on the 10 acres who consume 28 quarters of grain per annum: now, deduct the amount consumed, together with that paid for the tithe, from 72, and we have 36⅖ quarters remaining: deduct, again, 6 quarters for seed; this leaves 30⅖ quarters to be converted into money at the will of the owner.

The average market price of grain being reckoned at 12*s.* the quarter, there is a sum of 18*l.* remaining, from which we must deduct the year's taxes, 2*l.* Hence the proprietor has a surplus of 16*l.*, together with vegetable mallow, beans, and sundry other articles of produce left to him for the support of his family and maintenance of stock.

There is hardly a single peasant proprietor of the above description that has not a small stock of eight or ten sheep, two or three cows, and a horse, all of which are fed on the common land belonging to the village. Every village has a large common on which the live stock of the community are pastured; so that if a man has not much land of his own, he has still pasturage for a few herd of cattle. The peasant proprietors with 10 acres of land are to all appearances living in rude plenty; and those who have some 20 or 30 acres may be considered as living in good circumstances.

It would indeed be interesting to know what exact numerical proportion all these classes bear to one another. It is, however, impossible to obtain such information as would enable one to arrive at any sort of accurate conclusion upon this subject. Suffice it to say that the smallest landholders, or those whose possessions do not exceed 1½ acres, are by far the most numerous.

The greatest part of the country is however owned by large proprietors, the size of whose estates vary from 150 to 1,500 acres. These are farmed on the system of metayer, or partnership, the principle of which is as follows. The landlord finds the tenant in seed, he is also obliged to give him a house and keep it in repair; the tenant finds the labour and oxen, one-half the tithe and taxes are paid by the tenant and the other half by the landlord; the produce is divided in equal proportions between them. No contract is ever entered into between landlord and tenant as to the time the latter is allowed to retain possession; the former reserves the right of discharging the tenant at his will, and the tenant has, of course, the liberty of leaving when he chooses. As the land is not overstocked with population, the proprietor is often glad to find a family to cultivate his lands, especially if they have the means of working one or two ploughs; if not, he is obliged to advance them capital for the purchase of their oxen, instruments, &c. The tenant readily accepts the offer, and thus contracts a debt which he cannot liquidate for a number of years. This debt is the means chiefly adopted by the proprietors of retaining the tenants on their estates.

Under this system of metayer the culture is generally so bad, that while the peasant proprietor almost always gets some 56 bushels of barley per acre, the metayer seldom manages to obtain more than 40 bushels, even supposing the land to be of the best quality. To what may be attributed this difference? Simply to the fact that the owner of the soil is far more diligent and expends far greater amount of labour on it than he who merely rents it for an unfixed period. The metayer, who has an interest in only one-half the produce, seems to imagine that the more he works the greater will be the profit of the landlord, and the whole of his calculation appears to be based on the the quantity he can raise for the support of his family with as little labour as possible: he seldom troubles himself about any surplus quantity which he might be able to sell, so as to pay off his debt and add to the comfort of his home. This indifferent condition of the metayer may be attributed in a great extent to the conduct of the landlords. It is a rare case indeed for the beys of this district to lay out any capital either for the benefit of their estates or the advantage of their tenantry. The tenant robs his master whenever he has the opportunity, and the master often takes a larger proportion of the crop than the half to which he is justly entitled. Many of the larger proprietors never even live on their estates, their management being left to a steward.

Few of these proprietors ever attempt to farm on any other system than that of the metayer. Sometimes, however, they retain a few labourers, whom they contract with to serve them by the year, for which service they give them 8 quarters of grain. These terollans, as they are called, plough and sow; and at harvest time it is necessary to hire additional labour, at 2*s.* per diem, to assist in gathering in the crops. Although the yield from this sort of labour is far greater than that obtained from the metayers, yet it is very seldom that this plan is adopted. Such a system of farming would entail the constant presence of the landlord, who are, without any exception, so careless and apathetic that they are perfectly content with the little the metayer pleases to give them, provided that they themselves are allowed to remain idle. Had these metayers a life tenure in the land, would they not have a much greater inducement than they have at present to attend to its culture? but we find no such custom existing in this province. Monastir district is generally speaking fertile, and its hills afford good pasture for sheep. Large flocks come from Yenishar, and from the plains of Salonica, to pass the summer in its vicinity. As soon, however, as the winter commences they leave again for the south, where the climate is much warmer. No winter crops are ever grown for the support of sheep or oxen. The average cost of sheep is 8*s.* per head, the average yield of wool per head is 2 lbs. The market price of unwashed wool per oke, of 2¾ lbs. is 1*s.* 6*d.*; when washed it fetches 3*s.* 2*d.* No attention is ever paid to prevent the spreading of disease among the flocks; the consequence of which is, that when any serious malady declares itself there are no limits to its ravages; yet notwithstanding this large fortunes are often amassed by the sheep farmers. The breed of oxen is very small and indifferent. Large numbers are annually imported from Servia. The average price of an ox is 4*l.*, that of a cow 2*l.*

The following is an account of the produce of one acre, according to the quality of the soil (supposing the crops to be good):—

	Good.	Middling.	Indifferent.
	qrs.	qrs.	qrs.
Barley	8	6	3
Wheat	6	5	..
Indian Corn ..	8	7	5
Beans	4	3	2

From this statement it will be seen that the best land seldom yields more than 64 bushels of barley per acre. This is owing in a great measure to the fact that the amount of labour actually employed on it is very limited, once or twice ploughing is considered sufficient, and very little trouble is taken to cleanse it of weeds and thistles.

There are, however, some places where the land is so fruitful that two crops are obtained from it in the same year. As an instance of this, I will mention the village of Velvendos, in the district of Charshumba, about eighteen hours' distant from Monastir, the climate there being warm and healthy. Barley is sown there in September, and cut in May; Indian corn is then planted, which is gathered in the September following.

In this province man has nothing to complain of as regards the quality of the soil he cultivates, the earth produces plentifully; but energetic labour is sadly wanted. In a country like this and its adjoining districts, where the natural productions of the soil are cotton, flax, olives, mulberry trees, vines, tobacco, and grain of all descriptions, where there is no lack of pasture for sheep, where wool might be furnished to a great amount, where there is plenty of wood for fuel, where water power is by no means scarce, where the necessaries of life are in abundance, and where foreign commerce is beginning to circulate more freely through the interior, one would imagine that it would be the interest of the inhabitants to direct their attention more particularly to developing the resources which nature has given them; such, however, is not the case.

The following is a list of the receipts of the Sanjak of Monastir for the year 1859:—

	piastres.
Tithes	1,375,000
Indirect Duties	8,000,000
Tax on Sheep, at 3 piastres per head	2,800,000
Tax on Pigs, at 10 piastres per head	600,000
Duty on Tobacco	350,000
Duty on Wine	4,000,000
Property Tax..	3,211,000
Exemption from Military Service	1,800,000
Total	22,134,000

The receipts of the Sanjak of Geortsché for the year 1859, as received from Mr. Vice-Consul Georgevitch, are as follows:—

	piastres.
Tithes	4,020,000
Indirect Duties	551,000
Tax on Sheep	700,000
Tax on Pigs..	71,500
Duty on Wine	430,000
Property Tax	1,387,912
Exemption from Military Service ..	1,025,000
Total	8,185,412

Although the district of Ochrida is also within the jurisdiction of the Governor of Monastir, I have not thought it necessary to make mention either of its commerce or agriculture, inasmuch as the requisite information is usually furnished by Her Britannic Majesty's Vice-Consul at Durazzo.

One of the great difficulties that at present impede any progress in agriculture is the trouble and vexation caused to the inhabitants in the collection of the tithes, which in these two districts amount to 12,000,000 piastres. Whether the tithes be sold by auction and collected by the iltizamji as at present, or whether they be collected by the *employés* of the government, the manner of collecting them will always be attended with acts of injustice and oppression.

Such, however, is by no means the case in the collection of the weirgu, or property-tax. In this case the government has made known to each village the exact amount of its assessment, and each community, both Mussulman and Christian, is left to itself, to adopt its own rules and regulations as regards the easiest and the most suitable method of payment. If then an estimate were made of the average amount of tithe now paid by each village, and that value in money were collected from each village by its own community, we should find that the effect produced from such a system would be most salutary and beneficial to all classes.

The government would do well to make a new assessment of the property-tax, for although the people are perfectly content as regards the method of collecting, it being left with themselves, yet there are some villages that pay more, and some less than they ought. This inequality of payment arises from the fact that the last valuation of property took place some fourteen years ago, since which time this tax has remained unaltered, while the population of the villages has from various causes been constantly changing.

RHODES.

Report by Mr. Campbell, British Consul at Rhodes, on the Trade of the Islands of Rhodes, Mitylene, Scio, Cyprus, &c., during the year 1859.

During the year 1859 the trade of Rhodes has undergone a remarkable depression, which may be attributed to the following circumstances:—1st, the agio in foreign moneys, the fluctuations in which have been very extraordinary, causing a rise in the Turkish pound of from 110 to 125 piastres, and in European money in the same proportion; 2nd, the introduction of copper money to so great an amount, that all payments in the bazaar were effected with this heavy inconvenient coin; and 3rd, a general feeling of distrust arising from the political state of Europe, whereby that activity, which had been gradually acquiring force in our markets, became paralysed.

It may be calculated approximatively that a diminution has taken place of 30 per cent. on importations, compared with those of the year 1858.

The direct trade in this island with Great Britain, which had begun to develop itself chiefly in Manchester goods, was discontinued, as it could not be carried on with profit in consequence of the copper money, the greater part of the gold and silver having disappeared.

The trade in colonials has fallen off more sensibly than in other articles. The consumption of coffee has not reached half the amount of other years.

All articles of agricultural produce from that part of Asia Minor opposite Rhodes (on which this island is dependant for its supplies) have increased in price.

Sponges of all qualities have this year been bought at from 15 to 20 per cent. dearer than in 1858. The amount of the whole quantity fished last season may be valued at between 100,000*l.* to 120,000*l.* sterling.

A rise in the price of valonea may be calculated at about 20 per cent. The crop of this article has been limited to 1,500 tons, from 10*l.* to 11*l.* sterling the ton, free on board. Wax has fetched on an average 27 piastres the oke, instead of 24 piastres, as formerly. The yield of this article has been indifferent, none of which was sent to Europe. Since the beginning of the month of August to the end of September last, caroubs were sold at from 60 to 80 per cent. higher than usual.

Scarcely three cargoes of sesame seed could be collected to send to Marseilles, in consequence of the bad harvest; the quantity being about two-thirds less than that of preceding years.

The liquid storax, a gum or resin, an article hitherto little known in Europe, the produce of gigantic trees in Anatolia, has been much in demand lately. The trade in this article has taken a considerable extension principally with Trieste. The price in former years was 5 piastres the oke, whilst this year it reached 11½ piastres.

Steam navigation continues to prosper. French, Austrian, and Russian steamers touch here twice a fortnight—that is to say, once a week *down* from the north, and once *up* from the south. The only British vessels coming to our port are those which bring out coal to supply the depôts of the different steam agencies. If a British merchant screw steamer were to call at Rhodes every month, she would find freights in sponges, and valonea in sacks, and could bring goods direct from England, which cost enormously, as they now come from intermediate places.

The Turkish steamers have been very irregular in their voyages here lately, in consequence of having to convey, on the part of their government, Tartars and Circassians from their respective countries to this quarter, of whom 10,000 of the former were landed at Mersina, in Asia Minor, to be established in the Pashalic of Adana, and 750 of the latter on this island, who are still here; but whether they are to remain or to proceed to some other part of the Ottoman dominions is still undecided.

The outer and inner harbours remain in the same choked up state as ever. With 500,000 piastres which His Excellency the late Governor-General Admiral Ahmed Pasha, C.B., had saved out of 1½ millions of piastres confided to him by the Ottoman government to repair the fortifications and the mole, he offered to clean out these two harbours thoroughly; but, unfortunately, he has been suddenly recalled to Constantinople, and superseded by a Caïmakam. It is to be seen whether he will carry his predecessors plans into execution.

In the month of September last, Messrs. Newall and Liddell (who have the concession of an electric telegraph line from the Dardanelles to Alexandria, in conjunction with the line to India by the Red Sea), accompanied by Her Majesty's ship "Argus," and two merchant screw steamers, came to Rhodes for the purpose of laying down the electric cable between this island and Scio, the central station; but all they could effect was to lay down the land part of the cable a distance of 200 yards. A few days after the departure of Messrs. Newall and Liddell a Vizierial letter arrived here, instructing the Governor-General to permit the electric cable to be carried to Scio and Alexandria; but, unfortunately, it was too late, and Rhodes has been thus deprived, not only of the benefit of an electric communication between this island and the other principal islands in the Archipelago, but with Constantinople and Alexandria, without taking into consideration the immense advantages that trade would derive from merchants in this quarter being able to communicate thereby to almost every part of the globe.

As matters now stand, the electric telegraph from Scio to Alexandria, connecting Candia therewith, will be, no doubt, in operation next spring. The line would have been completed last autumn if the electric cable between Alexandria and Candia had not broken, which it did at about 50 miles from the former place.

The following returns exhibit the total amounts of trade and navigation for each of the last five years in the islands of Rhodes, Mytilene, Scio, and Cyprus.

Return of the Total Amount of British Shipping and Trade in the Islands of Rhodes, Mytilene, Scio, and Cyprus, from 1855 to 1859.

Places.	1855.					1856.					1857.					1858.					1859.				
	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.
				£	£				£	£				£	£				£	£				£	£
Rhodes	25	11,117	439	30,570	27,520	13	4,742	306	7,260	10,400	10	3,243	164	15,615	7,517	6	2,066	94	3,200	50	13	2,458	162	7,000	3,000
Mytilene...	...	...	...	...	...	1	130	7	1,843	...	2	308	16	615	2,228	...	...	...	...	...	...	...	...	...	...
Scio	6	1,904	176	1,200	6,700	22	2,559	229	10,900	16,050	5	1,822	80	3,000	14,500	4	1.736	163	6,400	10,286	10	2,761	248	36,700	36,500
Cyprus	11	4,673	168	1,340	9,060	16	3,976	187	...	14,680	4	1,397	62	960	6,300	13	3,207	159	...	7,105	17	3,466	158	...	15,670
Total	42	17,694	783	33,110	43,280	52	11,407	729	11,003	41,130	21	6,770	322	20,190	30,545	23	7,009	416	9,600	17,441	40	8,685	568	43,700	55,170

Return of the Total Amount of Foreign Shipping and Trade in the Islands of Rhodes, Mytilene, Scio, and Cyprus, from 1855 to 1859.

Places.	1855.					1856.					1857.					1858.					1839.				
	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.	Number of Vessels.	Tonnage	Crews.	Value of Imports.	Value of Exports.
				£	£				£	£				£	£				£	£				£	£
Rhodes	2,778	123,385	17,626	151,134	81,364	2,113	130,608	18,547	135,336	95,695	1,766	170,179	19,534	109,718	80,632	2,024	177,791	20,925	110,000	102,590	2,687	166,967	23,769	137,780	97,476
Mytilene...	1,321	81,905	8,370	192,143	81,709	2,329	203,112	22,289	287,165	298,143	2,048	245,821	23,287	201,801	114,061	1,760	98,832	11,974	183,672	202,659	1,401	231,728	24,985	319,800	292,700
Scio	858	77,416	9,060	207,650	174,400	2,535	150,972	16,999	181,000	154,020	2,204	136,385	14,444	153,605	122,970	2,099	139,193	14,468	146,387	135,940	1,959	131,520	11,781	143,383	163,361
Cyprus	373	55,912	5,336	58,785	127,000	547	60,421	7,271	60,890	125,621	789	65,595	6,863	60,950	125,370	1,102	75,786	9,474	57,939	124,015	678	63,817	5,099	103,380	107,550
Total	,330	338,618	40,392	609,712	464,473	7,524	545,113	65,106	664,391	673,479	6,807	617,980	64,128	526,074	443,033	6,985	491,602	58,841	497,998	565,104	6,725	594,032	65,634	704,343	661,087

Return showing the Operations at Rhodes of the different Lines of Steamers during the Years 1855 to 1859.

Years.	Austrian Lloyds Steamers.				French Messageries Imperiales.				Ottoman Steamers.				Russian Steamers.			
	Number.	Tonnage.	Value of Imports.	Value of Exports.	Number.	Tonnage.	Value of Imports.	Value of Exports.	Number.	Tonnage.	Value of Imports.	Value of Exports.	Number.	Tonnage.	Value of Imports.	Value of Exports.
			£	£			£	£			£	£			£	£
1855	59	24,248	41,057	14,691	51	17,869	60,600	26,000	...	...	...	...	...	...	...	...
1856	93	41,079	63,704	15,285	51	24,920	71,400	20,878	...	...	...	...	...	...	...	...
1857	82	38,082	46,360	20,382	57	38,815	34,454	34,056	70	28,000	14,068	7,800	...	...	...	...
1858	59	27,286	26,850	19,280	50	34,239	45,000	30,000	74	30,000	29,000	18,500	22	13,521	3,100	500
1859	5	21,036	52,917	14,703	51	36,675	76,600	72,626	47	20,800	9,967	3,000	60	34,750	22,000	21,500

MYTILENE.

Mytilene, an island containing about 70,000 inhabitants, in its present neglected condition, offers comparatively small resources for commercial enterprise. Its geographical position, its fine climate, the nature of its soil, and the several fine harbours it possesses, might well obtain for it, under different circumstances, a prosperity which it is far from enjoying at present.

The whole island is susceptible of cultivation, from the plains to the top of its low mountains; but with all this nine-twelfths of its land is uncultivated. The staple produce, which also constitutes the principal article of internal and external commerce, is olive oil. Of late years the annual average production amounts to 4,000 tons weight, but of so inferior a quality that the English market has altogether ceased to accept it. The olives are beaten down from the tree; once collected, they are heaped up in large quantities, mixed up with earth and salt, and kept in such a state, sometimes for months, before they are taken to the oil-press, which is of a very primitive description. The manner, therefore, in which the olives are collected, the fermentation to which they are submitted, the filthy state of the oil-presses, and the disgusting pig-skins into which the oil is removed to the warehouses, easily accounts for the inferior quality of the oil of Mytilene. An enterprising Turk, the son of the governor of the island, has of late imported a steam oil-press of the newest invention; but the ignorance of the natives, their envious character and superstition, are working in opposition to this progressive and useful means of manufacturing the article on which they almost exclusively depend for their maintenance. The oil of Mytilene is exported to some ports of Asia Minor, to Constantinople, to the Black Sea, and in small quantities to Marseilles.

The island generally does not produce more than one-third of its own consumption of grain; the remainder is imported principally from Asia Minor.

Valonea of different qualities grows abundantly on the island; notwithstanding, the total quantity collected yearly never exceeds from 500 to 600 tons weight, which is purchased in retail from the peasantry by native speculators, and sold in the market at Smyrna.

The produce of wine, since the appearance of the *oïdium*, is barely sufficient for the consumption of six months; it is of inferior quality, and totally unpalatable to European consumers. The mulberry-tree thrives well; if its cultivation were extended, and sufficient care and attention given to the silkworm in its growth, silk might be a source of considerable wealth to the population of the island. As it is, no care is taken to preserve the comparatively small number of trees which at present exist, less so that of extending their cultivation, and little or no attention paid to the breeding and growth of the silkworm. Potatoes grow in small quantities; the light sandy soil of the low lands of the island might produce large crops, and with proper seed, of excellent quality.

In former times the soap of Mytilene was considered in the Levant equal, if not superior, to that of Zante and Candia; of late years, its reputation and value have decreased, owing to the large proportion of lime it contains; the average quantity manufactured is 20,000 cwt.; it is exported for Asia Minor, Constantinople, and the Black Sea. A soap manufactory, on the plan generally used at present in England, would be, I do not doubt, a profitable enterprise in the hands of Englishmen.

SCIO.

Since the month of August to the present time the prices of grain have risen, and remain steady, so that there is little probability of seeing them lowered.

The number of vessels making long voyages has decreased, while those of the coasting-trade have increased.

The exportation and importation of grain, manufactured and twisted cottons, have augmented this year, although these two last articles were paid 20 per cent. more than formerly.

The grape harvest on the neighbouring coast of Chesmé has been most abundant; but that of Spain having failed, prices keep up.

Cocoons have been dearer this year than usual, owing to the quantity raised being less than in former years.

Other articles of exportation have undergone but trifling variations. For the last seven months Scio has been connected with the whole of Europe by means of the submarine telegraph belonging to the house of Newall and Co., where a central board of administration thereof has been established, with a resident inspector-general. It is expected that next spring this island will be in connection with India by the way of Alexandria. The telegraphic service is so badly conducted at Constantinople, where the lines are worked by Turkish officials, that messages are much delayed, a circumstance greatly to be regretted.

CYPRUS.

Trade has not been so brisk this year as the last. The corn harvest was indifferent, owing to the ravages of the locusts. Most of the produce thereof was exported to Syria, some to Turkey, and only three vessels with barley to England.

The cotton crop has been good. The cotton remaining from last year's stock was all exported to France and Austria, but little of the new.

The madder-root of the new crop, which was most abundant, has been nearly all exported to England, France, and Austria.

The vintage has been good. The red wine thereof has been exported principally to Syria and Egypt, and the *commanderia* to Trieste and Venice.

The silk crop has almost failed. The importations and their prices have not in the least varied from those of other years.

The trade with England is always on the same footing. All goods come to Cyprus indirectly (there being no direct line of steamers); that is to say, by the way of Constantinople, Smyrna, and Beyrout; the consequence is an augmentation in the price of these goods, great expenses for their freight, and considerable delay in receiving them.

The average rate of exchange for bills at three months' date has been as follows:—London, from 121 to 122 piastres; France, per franc, from 5 to 5¼ piastres; Austria, per florin, from 10 to 10½ piastres, payable in Turkish pound at 118 piastres.

THE SMALLER ISLANDS.

The material prosperity of the smaller islands, on the whole, is increasing, notwithstanding the continued prohibition of shipbuilding by the Ottoman government (whereby much suffering is created) in the islands of Castel Rosso, Cassos, and Symi, and by the obstacles thrown in the way of the sponge fishers, the chief of which are the enterprising inhabitants of Calymnos. The mole of this island (see reports on the Smaller Islands for 1857), a wonderful work, considering the means of the people, is almost finished.

Nothing hitherto has tended so much to check the development of the resources of the smaller islands as the exorbitant interest of money lent by the rich to the industrious classes thereof. This abuse, with many others, was put an end to by His Excellency Admiral Ahmed Pasha, C.B., Governor-General, when he visited the whole of the islands in the Ottoman Archipelago during the past summer. It is to be hoped that his successor, Ahmed Ata Bey, will not allow so excellent a regulation to become a dead letter. In consequence of the harbour of Cos having been thoroughly cleaned out and deepened, this beautiful and fertile little island carries on an increased trade with the opposite coast of Anatolia and the other islands.

The island of Leros adjoining Cos was for many years a nest of pirates, and the receptacle of stolen goods; now that a stop has been put to this state of things, the inhabitants thereof are turning their attention to industrious pursuits. During the past year not a single act of piracy has taken place in these waters, a circumstance to be attributed to the vigilance of our late Governor-General. His Excellency, well aware that the Fowrni Islands were the *focus* of all piracies, took his measures accordingly for their suppression.

With respect to the islands to the west and north of the Dardanelles, there being as yet no steam communication between them and other parts, Tenedos excepted, their trade is still carried on in sailing-boats, and confined chiefly to the port of Cavalla, on the coast of Roumeli. Of these islands, Tenedos and Lemnos are the chief, the latter with excellent harbours. The other islands, namely, Samothraki, Imbros, and Thassos, possess no harbours. Imbros suffered so much from an earthquake in the month of August last, that all the houses of the villages thereof, six in number, were levelled with the ground; and the winter supply of the corn of the island totally spoilt by the rain, which followed immediately after the earthquake.

TREBIZOND.

Report by Mr. Stevens, British Consul at Trebizond, on the Trade, &c., of that Pashalick, during the half-year ending 30th June, 1860.

This consulate being the only one that takes from masters of vessels arriving at, and departing from, Trebizond, copies of their manifests, a measure which the other consulates have not adopted, and which, it is to be regretted, the Custom-house authorities also neglect, it is impossible to draw up a report on the trade for the half year just expired, because the various steam-agents decline to furnish the details of merchandize imported and exported by steamers until the end of each year, when they make up returns for their respective consulates and chiefs abroad, and do not wish the information to spread previous to that period. I cannot, therefore, do more at present than report the number of shipping, with their nationality and tonnage, which entered and cleared at this port, between January 1st and June 30th, which I am enabled to do from notes kept by myself; and owing to the difficulties stated, I must confine this report, so far as it relates to commerce, to a few remarks on the local trade, leaving the more detailed report with customary Tables, to be drawn up after the year expires. On the other hand, I will endeavour to supply such information respecting the Pashalick and its resources, as will, I trust, be considered interesting.

Commerce.—The following Table shews the shipping which entered, and cleared during the first half of the present year.

Nationality.	Entered.		Cleared.	
	No.	Tonnage.	No.	Tonnage.
British—Sailing Vessels ..	1	384	1	384
Austrian—Steamers ..	26	21,047	30	21,047
,, Sailing Vessels .	4			
French—Steamers.. ..	26	10,410	26	10,410
Turkish—Steamers.. ..	20	15,295	42	15,085
,, Sailing Vessels..	23			
Russian—Steamers . ..	17	17,274	25	17,274
,, Sailing Vessels..	8			
Greek—Sailing Vessels ..	8	2,372	7	2,030
Sardinian—Sailing Vessels.	3	1,059	3	1,056
Tuscan—Sailing Vessels ..	2	522	2	522
Mecklenburg—Sailing Vessels ...	1	231	1	231
Total	139	68,594	137	68,042

The commerce of Trebizond towards the spring of each year, by which time the local produce of the previous year is exhausted, becomes dull, and merchants cease to import for local consumption, reserving their funds wherewith to purchase tithes and other taxes, put up by government at public competition every March, and to make advances against the forthcoming crops. As harvest time approaches business revives, and towards the autumn, attains its highest degree of activity. During the first six months of the year, the trade between Trebizond and Circassia is brisk, and enables traders to move off old stocks by bartering some on the coast of Circassia, against all kinds of bread-stuffs which are required at Trebizond in winter, when supplies from the Russian ports and the Danube are suspended. This bartering of goods between the Trebizonders and Circassians is a profitable one, and employs at least 600 to 800 coasting boats, of from 10 to 40 tons each; it is entirely a smuggling business, attended with danger of confiscation; but it is persevered in, owing to the large profits realized.

It will be seen by the preceding Table of shipping, that only one British vessel entered this port during the first six months of this year. She was a collier from Swansea, with 600 tons of coals; but 3,460 tons of coals from ports in the United Kingdom, were imported here during the same period by Sardinian, Russian, Tuscan, and Austrian flags. The English steamers, which formerly plied between Liverpool and this port, now terminate their voyages at Constantinople, where they transship such portions of their cargoes as are destined to Trebizond, in the foreign steamers serving the line. Two general cargoes arrived here from London direct in April; also by foreign vessels, say a Russian steamer, and a Mecklenburg brig.

The nut crop promises well. Those of wheat, barley, and oats are in good condition; Indian corn, caravances, tobacco, and potatoes, have only been recently sown, and are scarcely yet above ground.

The attempt by the local authorities to lower the rates of coins in this and other provinces, has not tended to give a stimulus to commerce. An edict was published fixing the Turkish lira at one hundred piastres, and other coins in proportion; but no measures were taken to lower the prices of provisions in the same ratio, so that the intention of government is likely to prove abortive, and coins will continue to circulate at the abusive rates they attained during the Crimean war, viz.: English sovereign, 160 piastres; Turkish lira, 146 piastres; Russian silver rouble, 25 piastres.

Geographical position of Trebizond.—As no survey has ever been made of the Pashalick, I cannot state its extent in square miles. Its length of coast is as near as possible 230 miles, beginning to the west at Vona, and terminating to the east at Choorooksoo. Its broadest part I estimate at 60 to 65 miles. From these two items an approximate calculation might be made as to its size.

Boundaries.—On the west the Pashalick is separated from that of Janik by a rivulet called Vona-Soo. On the East, it is divided from Guriel by the stream called Tcholok, which empties itself into the sea near Shefkatill, (St. Nicolai). On the south, by the Valley of Hadrat, which is the line of demarcation between the Pashalick of Ezreroom and Trebizond.

Nature of the Country.—The Pashalick throughout is mountainous and wooded. Its largest river is the Jorook, which empties itself near Batoom. There are several smaller rivers and streams, but the Jorook is alone navigable to a distance of about 50 miles, by shallow boats, which keep up a communication between Batoom and Artvin. There are only two plains, one at Batoom, called "Cahaber," the other as Karahissar

Climate and Temperature.—The climate is exceedingly damp, cold in winter, foggy in spring, and oppressively hot in summer. The temperature is subject to very sudden changes. In winter I have seen the thermometer rise from as low as 55° to 85° when the southerly winds blow. In summer I have witnessed similar sudden changes, the thermometer sinking from 84° to 65°. The prevailing winds in summer are from the east, which are cool, and tend to reduce the great heat. In winter the westerly winds are the most frequent, bringing with them intense cold and very often snow. The severest cold I have known was 5° to 6° under freezing point. The average heat in summer is 84°, the highest range the thermometer has been known to reach is 90°.

Prevalent Diseases.—Small-pox, measles, scarlet-fever, and typhus occur. Pulmonary diseases are very common. In summer, intermittent fevers are contracted everywhere, at Batoom and Choorooksoo they are fatal, death being generally preceded by dropsy. Diseases of the eye are very frequent. The sudden changes in the temperature try weak constitutions severely, producing catarrh. The fevers are attributed to stagnant waters and rank vegetation met with in every part of the country.

Description of the City.—The city is situated on the sea, extending from west to east a length of a mile and a half. The houses, 5,000 in number, are scattered about, and being intersected with gardens give it a picturesque appearance. The Christians are separated from the Mussulmans; the former occupy the eastern, the latter the western side of the town. In the Christian quarter numerous handsome houses exist, many of which are stone buildings. There are 12 caravanserails, 22 khans, 87 ovens, and 15 baths.

Harbours and Lighthouses.—The Pashalick can only boast of Batoom as an harbour; Trebizond itself is a roadstead exposed to the north-west, the frequent gales from which point cause a heavy sea, rendering communication with the shipping difficult, at times dangerous, and at others quite impracticable. The safest anchorage is at Platana, a small town nine miles west of Trebizond, where native shipping lay up in winter. There are no light-houses in the Pashalick.

Division of Trebizond into Sanjaks.—The Pashalick is divided into five Sanjaks, viz.:—Trebizond, Ordoo, Goomooshhaneh, Karahissan, Icharky, and Lazistan.

Division of the Sanjaks into Districts.—The Sanjak of Trebizond contains 13 districts, called Trebizond, Yoomoorah, Vacouf-Sigir, Vacouf-Kibir, Aktchéabad, Toniah, Giureleh, Tiviloly, Kessal, Matchka, Purmeneh, Oph, and Rizch. Those of Ordeo, contains 7, called Kierrasond, Botchak, Hepsimaneh, Boolyman, Ibbastch, Akhoi, and Pershemleh. That of Goomooshhaneh contains 6, called Goomooshhaneh, Kilkie, Konas, Yiamoor-deré, Gottin, and Toorool. That of Karahissar contains 9, called Karahissar, Mentwal-Soucheré, Akchereabad, Naiblee, Khoilee-hissar, Milas, Lipsefsire, and Ulootcherā, and finally that of Lazistan, contains 10 districts, called Batoom, Choorooksoo, Upper and Lower Adjarah, Giunieh, Livaneh, Khoppa, Arhava, Attina, and Hamishon. Caimakano, reside at Goomooshhaneh, Kierrasond, Karahissar, and Batoom. All the other districts are governed by Mudiro, and Agae.

Population.—From the registers recently made up by the "Nufus Agacy," the following Table of the adult male population has been extracted:—

	Mohammedans.	Greeks.	Armenians.	Armenian Catholics.	Protestant Armenians.	Total.
Trebizond	146,000	19,660	4,750	400	44	170,854
Ordoo	39,500	8,680	3,000	..	..	51,180
Karahissar	32,400	7,450	9,020	..	..	48,870
Goomooshaneh	25,500	15,750	1,280	..	..	42,530
Lazistan	66,150	..	400	1,230	..	67,780
Total	309,550	51,540	18,450	1,630	44	381,214

To which add 381,214 females, and 240,000 minors of both sexes, the population may be stated in round numbers at 1,000,000 of souls. An account of the population of the city, formed from the best information procurable, in the absence of properly-kept registers, gives 55,800 souls, all ages and sexes included, viz.:—

Mohammedans..	40,000
Greeks	10,000
European, and enjoying European protection	1,500
Armenians	3,000
Persians..	600
Armenian Catholics	500
" Protestants..	100
Total	55,800

Exclusive of a daily fluctuating population, consisting of muleteers, passengers arriving and departing by steamers, crews of shipping, &c. There are no Jews in the Pashalick.

Places of Worship.—The city contains 52 mosques, 48 Greek churches and chapels, 7 Armenian churches and chapels, 1 Armenian Catholic church, 1 Armenian Protestant chapel, 1 Latin chapel, and moreover, 1 Armenian, and 1 Greek monastery.

Cemeteries.—There are 21 Mohammedan, 13 Greek, 3 Armenian, 1 Armenian Catholic, and 1 Latin.

Schools.—The Turks are very backward in respect to education, they have a few private schools, but I cannot obtain any correct information on this head. The Greek community has 5 public and 3 private schools, attended by 514 male and 96 female scholars, conducted by 9 professors and 2 mistresses, all educated at Athens. The Armenians have two schools, attended by 200 male and 25 female scholars. The Catholic Armenians, have two schools, attended by 100 male and 40 female scholars. The Protestant Armenians, 1 school, attended by 40 scholars of both sexes; and there is a school belonging to the French Sisters' of Charity, with 50 pupils of all religions.

Christian Clergy.—The Greeks have a bishop and 17 priests; the Armenians, a bishop and 5 priests; the Catholic Armenians, a bishop and 4 priests; the Protestant Armenians, a pastor; and the Latins, 4 friars. The Sisters of Charity are 7 in number.

Consulates.—Twelve Consulates are established in the city, and are situated in the Christian quarter, viz.:—England, France, Austria, Russia, Prussia, Persia, Belgium, Greece, Sweden, Naples, Sardinia, and America. There are at Kierrasond, Vice-Consuls for Russia and Greece, and at Batoom a Vice-Consul for Russia.

Counsels and Tribunals.—There are two councils styled "Kibir Mejilis," grand council, and "Jinaïyet Mejilis," criminal council. The former is composed of the the pasha and treasurer, cadee, mufti, 6 beys, and a primate from each of the Christian communities. It treats and disposes of all matters save criminal and commercial. The latter is formed of a president and 7 members, 4 Turks and 3 Christians; it examines all criminal cases; sentences emanating from this assembly, are referred to Constantinople for confirmation. The present president, who examines matters touching life and death, is a certain Haggi Saloglee Suleiman Aga, a disreputable character, who three years ago was convicted before the Grand Council of extorting money from the inhabitants of the district of the district of Aktchéabad, which he governed; and the Porte decreed his exile frym Trebizond to Kierrasona. After a few months he found means of obtaining his liberty and returned here, when he was appointed President of the Jinaïyet.

Then there is the "Mekemeh," which takes cognizance of cases, the contending parties in which mutually consent to abide by the Koran. Finally, there is the commercial tribunal, composed of merchants, which disposes of all commercial differences, regardless of either justice or equity, and against which loud complaints exist.

Prisons.—Only one exists for male offenders; it is a small filthy place, situated in the court-yard of the pasha's residence. It is often over-crowded, and scarcely ever free from typhus, which proves fatal to many of the prisoners. Criminals are separated from debtors. Turkish female offenders are lodged at the dwellings of the "imaums;" the Christians with the primates of their respective communities.

Quarantine.—The Pashalick contains two chief departments, one in the city the other at Batoom; both are conducted by directors, and each have a physician attached. Secondary stations exist at Tiriboly, Platana, Ordoo, and Kierrasond. At present only arrivals from Circassia are subject to quarantine.

Police.—The police of the city consists of an inspector, 2 assistants, and 160 constables, "Taptichs.' Formerly a separate police-staff was placed over the Christians, but it has of late been disbanded.

Military Defences.—The town is protected on the sea-side by five batteries, mounting together 44 pieces of ordnance of divers sizes, and numerous small forts are met with on the coast of the Pashalick. On the inland side there are no fortifications, beyond a few artillerymen sufficient to fire a salute when required; no garrison exists.

Customs.—The customs of Trebizond and other places on this coast were ceded by government for two years for 5,000 purses annually, equal to 25,000 Turkish liras, to a company at Constantinople. The cession expired last March, leaving the farmers thereof a loss of 4,000 purses, equal to 2,000 Turkish liras. The company had a right to all duties on imports from the Black Sea ports only, and on all exports without exception, the government reserving to itself the duties on imports from Europe, as well as those levied on tobacco going out of the country. At present, the customs are again working for government account.

Revenues.—The following is a correct account of the annual revenues of the Pashalick, arising out of fixed taxes, taken from last year's accounts.

	piastres.
Property Tax, called "Verghee" ..	5,174,665
Tithes, called "Ushoor"	8,627,227
"Intissab"	2,982,891
Total	16,784,783

The Christian communities contribute in money in lieu of conscription, at the rate of 5,000 piastres for every 100 men.

PAY of Public Officers paid out of the Revenue.

	Piastres per Month.
Pasha	45,000
Treasurer	5,000
Inspector of Mines	5,000
Cadee (exclusive of fees)	4,000
Caimakans of Sanjaks (each)	6,500
Clerk of Council	3,000
Treasurer's Clerk	1,000
Inspector of Police	1,000
Quarantine Directors (each)	1,000
" Physicians (each)	1,000
Keeper of Registers (and 1 piastre on every traveller's teskerè)	900
Head of Fire Brigade	600
Muftee (exclusive of fees)	500
Mudirs of Districts (downwards from) ..	1,000
Clerks of Departments (ditto)	600
Sub-Inspectors of Police (each)	400
Constables (each)	120

Forests.—The forests in the Pashalick are very extensive. I cannot state how many miles of forest land there is. They abound with oak, beach, elm, chestnut, walnut, red and white pine, box, and maple. There are also large olive groves. The oak and chestnut are well adapted to ship-building; the latter is much used in house-building, as is the pine. All kinds of timber might be exported if a conveyance existed, either by land or water, from the forests to the coast. Small wood only, such as is intended for dwellings and fuel, can be floated down the small streams, and all boxwood for exportation is carried down by horses and mules. The forests are partly the property of the crown, and partly owned by private individuals; they are not superintended, nor regularly cut or felled. The imposts on the yield are fixed at 10 per cent. Anybody may obtain permission to fell trees or cut boxwood, on payment of that due. Private individuals owning forest land pay the same impost when they remove their timber or wood to the coast.

Fisheries.—There is only one fishery off the coast, that of the porpoise; it is taken in nets, and is also shot. It yields upwards of 250,000 okes of oil per annum; a portion is consumed by the lower classes for light, and the rest finds a market at Constantinople. The natives of Lazistan are very expert in this business, it forms the occupation of 1,500 to 2,000 individuals. Fish for the table is as good as it is abundant, and the variety is great; the best kinds are turbot, skate, herring, mullet, salmon, trout, smelts, and sprats. The last two mentioned are taken in such masses, that after the natives have provided themselves, and salted a sufficient supply for winter's use, a part of the residue is turned into oil, and the rest used as manure. I have known a horse-load of sprats sold for 4 piastres; 10 per cent. is exacted on the yield by the crown.

Mines.—The silver mines of Goomooshhaneh are eight in number; only three are at present open, and give annually 15 to 20 okes* of silver, and 40,000 okes of lead. They are worked for government account. In the time of Sultan Mustafa III., these eight mines produced 6,000 okes of silver, and 600,000 okes of lead annually.

The copper mines of Helsah, near Goomooshhaneh, produce also very little, say 60,000 to 100,000 okes of ore, containing 70 to 80 per cent. of copper. They were farmed out in 1855 for ten years. Erzeroom and other provinces in the interior are supplied from these mines. The copper mines of Figaneh and Graoordagh have been closed for the last 75 years. The Esserly mines, near Triboly, are farmed out to various parties; their present yield is about 150,000 okes of inferior copper ore, 27,000 okes of lead, and 30 okes of silver per annum. This year some of the copper ore was sent to Marseilles, where it only realized 30 to 32 per cent. of copper. Although these last-mentioned mines are only 18 miles from the coast, there is no road to them. A cart-road could be made for 2,000 Turkish liras. The iron mines near Vona are neglected, producing a very small quantity, which is converted into nails. The alum pits of Karahissar are almost abandoned.

Mineral Springs.—Several hot and cold springs in the immediate vicinity enjoy a high reputation, especially one at Coveta, the waters of which were some years ago analyzed by Dr. Bell, of Her Majesty's mission in Persia, who declared them equal to the best German waters.

Indication of Coal.—Near Kierrasond, indications of coal were discovered by some European travellers a few years back, but nothing was done to investigate the matter; I think it possible from all I have heard, that a well-conducted search for coal in the district of Kierrasond, would terminate in a satisfactory result.

Agricultural Products.—The following is a fair average estimate of the quantities of agricultural products annually raised throughout the Pashalick.

Articles.	Quantities.	Where produced.
Indian Corn .. bushels	520,000	Throughout the pashalick
Wheat . .. "	110,000	
Barley . .. "	25,000	
Oats .. .. "	35,000	
Beans .. .. cwt.	80,000	
Nuts .. .. "	160,000	Trebizond, Kierrasond
Tobacco .. "	15,500	Trebizond
Potatoes .. "	10,000	
Rice .. .. lbs.	275,000	Batoom, Triboly, Kierrasond
Hemp .. .. cwt.	3,000	Trebizond
Flax .. .. "	1,000	
Olives .. .. "	1,300	Aktchidbad
Olive Oil .. "	500	

Besides wax, honey, wine, wool, hempseed, and linseed, are produced in divers districts, but not to any great extent.

Silk.—No attention has been given to the cultivation of silk in the province, although, from the results of trials made in private families, there is every reason to believe that it could be introduced with facility and advantage.

Industry and Manufactures.—Silk veils for women, linen and cotton shirting, sheeting and towelling, cotton and woollen braiding and socks, woollen aprons for women, and a common rugging, are manufactured by the lower class, and consumed by them. All the beautiful linens used in the harems of the rich, are manufactured at Rizeh, to the extent of from 50,000 to 75,000 pieces annually; it is sent to Constantinople,

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* An oke is equal to 2¾ lbs. English.

Egypt, Bagdad, Mossool, and other warm countries; 20,000 to 30,000 pieces of a coarser kind are consumed in this and other provinces. The fine is worth 800 to 1,000 piastres per piece of two shirts, the coarser kind as low as 40 piastres per piece of one shirt. Rizeh also manufactures about 1,500 bales of linen thread, and 250 bales of fishing nets annually, which are chiefly exported to Constantinople.

Trebizond is famous for its copper and brass utensils, which go to all parts of the empire. A coarse grained gunpowder is made, fit only for blasting purposes. A very considerable quantity of slippers is manufactured, and sent to all parts of the interior. There are three tanneries in the town, where sheep and goat skins, after being tanned, are dyed to resemble French "marocains." These are employed in slippers and saddlery.

Three stills are constantly employed making "rachee" (arrak), which is largely consumed by the Mussulmans, as well as Christians. The spirit is extracted from American rum. Divers dyeing and printing establishments employ from 150 to 200 individuals: European muslins are printed and used for head-dresses; white calicoes are dyed blue, and form the principal article of dress of the lower classes.

Shipbuilding.—Ships are built at Vona, Tiriboly, and Kierrasond, of from 50 to 200 tons. The coasting boats are built at Trebizond, Surmeneh, and Rizeh.

Cattle.—Cattle is plentiful in the Pashalick, but the breeds, without exception, have descended to the lowest state of degeneration. The oxen and cows are small; the horses scarcely merit the name; mules and asses are inferior as regards size and capacity. Sheep and goats are little better; sheep bred in the Sanjak of Karahissar are similar to the broad tails with which Kurdistan supplies all Turkey. An ox weighing, when slaughtered, 3 cwt., is at present worth 3*l.*; a sheep, capable of giving 50 lbs. of meat, 10*s.*; a milch cow is worth from 4*l.* to 6*l.*; pack-horses, 7*l.* to 8*l.*; mules, 12*l.*; and asses, 3*l.* each. No attention is paid towards improving the breeds; the nature of the country being mountainous, pasturage is scarce, which is a drawback in the breeding of cattle. Oxen only are employed in agricultural purposes; their powers are turned to the best advantage. Room exists for improving the rude agricultural implements; but the peasants are poor, and cannot afford to provide themselves with European innovations. The food of cattle employed by the agriculturist is chopped straw, when he can afford it; but in general animals are let loose to browse on the hedges. A farmer seldom owns more than 4 to 6 head of cattle. Larger farmers do not exist. Horses mules, and asses afford the only mode of transport: a mule carries 330 lbs., a horse 275 lbs., and an ass 165 lbs. Oxen are sometimes used; they carry 160 lbs. Camels seldom come into the Pashalick, the roads are too heavy for them.

Animals used as Food.—Ox, sheep, and goats' flesh are salted, dried in the sun, and studded with garlic; this preparation is called "pastoormah." Some prepare the same fried and packed in fat, with spices; it is then called "cavoormah;" both are considered as dainties by the natives. Fresh butcher's meat and poultry are not in general use; the lower classes depend entirely on maize bread, salt fish, rice, beans, and cheap vegetables.

Disease in Cattle.—Much cattle has been destroyed by disease during the last three or four years. This disease was first introduced into the Pashalick from Kurdistan when cattle was imported for the armies in the Crimea.

Wild Animals.—The wild animals met with, and useful, on account of their flesh or skin, are the wild boar, bear, jackal, martin, cat, roebuck, and hare. Wildfowl is plentiful.

Provisions.—Provisions are abundant. The following are the present prices:—

		Piastres.
Bread, 1st quality..	oke	4
,, 2nd quality	,,	1½
Beef	,,	2½
Mutton	,,	3
Eggs	100	12
Fish	oke	3
Vegetables..	oke	2
Cheese	,,	5
Butter	,,	12
Milk	,,	2
Rice	,,	2½
Beans	,,	1
Fowls	each	4
Olives	oke	2½

And the cheapness of green fruit and fuel brings both within reach of all classes.

USCUP.

Report by Mr. Blunt, British Vice-Consul at Philipopolis, on the Trade of the Province of Uscup.

The province of Uscup is bounded on the north by Bosnia and Servia; on the south by the province of Salonica; on the west by that of Monastir, and the cluster of mountains in north Albania cut it off from Montenegro; on the east the Kourbetska and Dowanitza Planina (mountains) separate it from the province of Nish, in Bulgaria.

Its natural features are mountainous—the general direction of the mountains is from south to north—most of them are densely clothed with oak, pine, and beech.

The Shar-dag (Mount Scardus) is the most striking, on account of its being the loftiest in the province. Between these mountains lie a succession of vast plains, the most extensive being that of Cossova. These plains are plentifully intersected by rivers and mountain torrents; they are fertile, but only partially cultivated. In the north-west of the province the country is highly picturesque and varied in its features, and is covered with a luxuriance of vegetation which increases the toil of culture; while in the south, in the direction of the river Vardar (ancient Axius) it is fertile, flat, and more populous, and agriculture is more developed.

The Vardar is the principal river that fertilizes the province; it has its source at the base of Mount Scardus, a few hours above the town of Uscup, through which it flows, and ultimately emerges into the Ægean Sea.

Next in importance to this river is the Morava, called by the natives the "Small Morava." It also rises in Mount Scardus, near the town of Gheilan, and after flowing in a northerly direction through the towns of Vrania, Leskowatz, and Nish, it joins a river of the same name in Servia.

The Bello-Drin (White Drino) is another river that waters some of the northern districts; it issues between the district of Ipek and Montenegro, flows through and irrigates the plains of Ipek, Jacova, and Prisrend, pursues a southerly course as far as Kolachin, in Upper Dibra, where it forms a junction with the Tzerno-Drin (Black Drino), which is supplied from the large and picturesque lake of Ochrida. These united streams then pursue a south-westerly course through a mountainous country before they fall into the Adriatic.

Of these rivers, the Vardar is the largest, and in a commercial point of view decidedly the most important.

In its present condition the navigation of the Vardar is both primitive and precarious, although not unsusceptible of improvement.

The small Morava may also be made navigable from Nish and upwards.

The roads in the province, as is the case all over Turkey, are very bad. Those across the mountain districts are mere tracks and very difficult of access. Those leading to Bosnia and Servia on the north, to Bulgaria on the east, and Salonica on the south, for the most part traverse grain-producing districts. They are practicable during summer only for vehicles; in winter they are so encumbered with mud, that communication is frequently interrupted.

The province is divided into thirteen districts, in each of which there is a town.

The following is a return of these towns and their respective population:

Uscup	27,000
Prisrend	32,000
Pristina	14,000
Vrania	12,000
Jacova	9,000
Kalkandelen	9,000
Ipek	7,000
Cratowa	5,000
Comanova	4,500
Kotchana	5,000
Gheilan	4,500
Vucitrin	4,000
Palanga	3,500

Uscup, Prisrend, Pristina, Vrania, Comanova, Kotchana, and Kalkandelen, are the most important towns in the province, both as regards agricultural and commercial resources; and as will be seen in another part of this report, most of them are noted for some particular kind of manufactural produce. Nearly all are prettily situated and surrounded by picturesque scenery; but notwithstanding their abundant supply of water, they are very dirty. The houses are very indifferently constructed, chiefly of mud and bricks; the streets are narrow, badly paved, and filthy. No system of drainage exists. In most of them much ague prevails, more particularly in Uscup and Kotchana, owing to the vast rice fields in their vicinity.

The total population of the province is stated to amount to about 556,000, of which 340,000 are Mahomedans; 207,000 Christians, (180,000 of the Greek, and 27,000 of the Latin church,) 2,000 Jews, and 7,000 gipsies.

There are mines of lead and silver, iron and nitre in the province.

Copper, as well as fossil coal is found, but these ores are not worked.

The lead and silver, and the nitre mines belong to, and are worked for, the Turkish government. The iron mines are private property.

The lead and silver mines are situated in the neighbourhood of the small town of Cratowa. They are not properly opened and worked, and the several processes through which the ore has to go before it is fit for use, are most primitive and wasteful. In the process of separating the silver from the lead, there is a great loss of ore, labour, and time. The silver is dispatched to the mint at Constantinople, where the gold, with which it is amalgamated, is extracted. The smelting works are situated near the town of Cratowa. In their vicinity fuel is both plentiful and cheap, and there is abundance of water close by.

Nitre is chiefly gathered in the plain of Uscup, and not far from the banks of the Vardar. It is found imbedded in a calcareous earth, mixed with lime and clay. Very little occurs in a pure state. It is also collected in the plains of Comanova and Kotchana, and brought to the Uscup works for preparation. These works are situated near the town of Uscup, and are in a dilapidated condition.

The iron mines are situated in the district of Vrania. The ore is carelessly dressed in rudely constructed furnaces. This iron, although superior in quality to the English, is not in great demand. It is chiefly used in the country for agricultural implements.

No opportunity having presented itself for a personal inspection of these mines, accurate information respecting their working and statistical details of their resources, cannot of course be furnished.

According to the particulars obtained from their respective "nazirs" (directors), they do not appear to be in a very flourishing condition, inasmuch as they are worked without much skill and enterprise. Under proper management it is affirmed they could be made very productive.

There are several hot springs in the province celebrated, among the natives, for their medicinal virtues. The waters are used both internally and externally as a remedy for several diseases. The most noted is the Kaplan-Ilijia, a spring of sulphurous impregnation issuing from some rocks in the chain of low mountains which separates the district of Kiupruli from that of Uscup It is 4 hours distant from the town of Uscup, and about 35 from the port of Salonica.

Next in fame to this are the ferruginous thermal baths, in the vicinity of the town of Vrania, as well as those in the district of Kotchana.

The vegetable products consist of wheat, barley, Indian corn, rye, oats, millet-seed, hemp, flax, rice, vines, and tobacco.

Fruit of various kinds abounds—apples, pears, apricots, peeches, plums, cherries, melons, nuts, walnuts, and chestnuts. Strawberries are plentiful in the mountains.

Cabbages, beans, peas, onions, garlic, leeks, cucumber, spinach, gourds, turnips, bamias, tomatas, lettuce, and capsicums, are much cultivated, and form the staple food of the natives. Potatoes have been recently introduced in the district of Pristina. I have also introduced cauliflower from English seed. The cultivation of the cotton-plant on the system recommended by the Manchester Cotton Supply Association has also been tried, but without success. Apparently the climate is not suited to this plant.

There are extensive forests of oak, beech, and pine, in the mountains. Boxwood is plentiful; the latter is not exported, and not much used by the natives.

A considerable quantity of timber for house-building purposes is floated down the river Vardar to Kiupruli and Salonica.

The province is well supplied with horn-cattle, including buffaloes, besides horses, asses, sheep, goats, and pigs, all of which are bred in the country.

Poultry, consisting of fowls, geese, turkeys, and ducks, is likewise abundant.

Grey partridges and the red-legged species, and quails, are also plentiful; there are many tame and wild pigeons; woodcocks and snipe are occasionally seen; wild ducks and geese abound.

Hare, fox, wolf, stag, deer, and wild boar are all very numerous, and are much hunted by the natives with hounds called "kupois," specially trained for the purpose. Crows swarm and commit great ravages to the crops. Storks and birds of prey, such as the eagle, the vulture, the hawk, and the owl, are frequently seen.

Hawking is still a source of amusement to the native Beys.

The Albanians are not so industrious as the Bulgarians. Of all the different branches of industry that support the population of this province, agriculture is the most important.

Uscup is decidedly an agricultural province. Its soil is exceedingly fertile, and the Bulgarian population engaged in its cultivation is for the most part very industrious; but the science of farming has not made much progress here, and the peasants are not inclined to adopt any improvement that may be suggested to them.

There are about two thousand villages in the province, the population of more than half of which is engaged in agriculture.

The quantity of agricultural produce annually harvested is not only sufficient for local consumption, but leaves a considerable surplus stock for exportation.

It is impossible to obtain correct returns of the different quantities of grain annually produced in the province, but an approximate estimate of the aggregate value may be formed from the known receipts of the tithes collectors.

Out of a revenue of about 210,000 pounds sterling received by the Porte from this province, during the year 1859, 95,000*l.* were paid by the farmers of the "Ashar" tax (one-tenth of all agricultural produce).

The average prices during the year 1859, of the various kinds of grain produce, were as follows :—

	s.	*d.*	
Wheat (imp. quarter)	20	0	(highest price)
Indian Corn „	13	10	„
Barley „	13	2	„
Rye „	13	0	„
Oats „	9	0	„
Millet Seed „	12	0	„
Rice „	6	6	„

The wheat of Uscup is very good, hard, and keeps well, and is not considered inferior to the Russian. It is chiefly cultivated for exportation.

Indian corn and rye are much grown in the mountain districts; very small parcels of these are exported, as they form the staple food of the peasantry. Rice is abundantly grown in the districts of Kotchana and Uscup; the plantations are vast and well supplied with water; the produce is good and abundant, but inferior in quality to the Egyptian. The rice of this province is exported to Albania and Macedonia.

The supply of barley is abundant, and although much is taken up for local consumption, large parcels are exported to the neighbouring provinces; while that of oats and millet is not so extensive, the latter are chiefly grown for exportation.

Before the late war with Russia, very little grain was exported from this province for the port of Salonica; but on its breaking out, the accumulated surplus of a series of successful harvests was poured into that place, its natural outlet. And the value of land, and in proportion that of its produce, received a temporary impetus. But a reaction is now gradually taking place. During the years 1857–8–9, very little grain was sent to Salonica; the value of land is falling, and the prices of agricultural produce are gradually returning to the rates that were maintained before the war.

The following Table gives an account of the principal articles manufactured in the province of Uscup:—

Articles.	Where Manufactured.	By whom Manufactured.	Details.
Leather	Uscup, Jacova, Prisrend, Pristina, Kalkandelen, and Vrania	Turks (Albanians)	Goats and sheep's skins are principally tanned—the former is called "Sahtian," and the latter "Meshin;" it is well dressed—some is consumed in the province, but a great deal is consumed in the Austrian markets. The leather of Prisrend is esteemed as the best in Roumelia.
Cordage	Vrania and Gheilan ..	Christians (Bulgarians)	Hemp is grown more or less in all the districts of the province, but in great quantities in Vrania and Gheilan. The plant attains a considerable height. The primitive process of breaking and scutching it by hand is still adopted. These two districts, as well as that of Leskowatz, in the province of Nish, and contiguous to Vrania, supply nearly the whole of Roumelia with cordage; heavy parcels of this are sent to the port of Salonica; it is well twisted by means of hand wheels.
Wine and Raki ..	Prisrend, Uscup, and Comanova	Christians and some Turks at Prisrend	Are carelessly made and do not keep well; produce barely sufficient for local consumption.
Ironmongery ..	Uscup, Vrania, and Palanga	Christians and Turks	Horse-shoes, kitchen utensils, nails, and agricultural implements are rudely manufactured of both native and English iron. The horse-shoes made at Palanga are considered very good, and find a ready sale in Roumelia.
Fire-arms	Jacova, Ipek, Prisrend, Kalkandelin, Pristina, Uscup, and Vucitrin	Turks	This is a very active and extensive branch of industry; large quantities of pistols and long guns are made and readily taken up for all the provinces in Roumelia. Although there are no proof houses, the barrels generally speaking are not badly constructed. Some of these weapons are richly incrusted with ornaments, and fetch a high price.
Inlaying Work ..	Uscup, Jacova, Ipek, Prisrend, and Kalkandelen	Ditto	This work is executed in wood, iron, and steel, and is carried to some perfection. The best kind of fire-arms, both stocks and barrels, are ornamented with this work. Prisrend is renowned for a kind of long scissors, much used by the Turkish scribes; they are ornamented with taste and elegance. Drinking cups, bowls for tobacco pipes and narghiles, knives, forks, and spoons are also prettily finished with this work.
Filigree Work ..	Jacova, Ipek, Prisrend, and Uscup	Christians	This delicate work is in the hands of a very few. Very elegant and elaborate articles are made of silver, such as cigarette holders, frames for toilette, looking-glasses, ear and finger rings, ornaments for head dress, and zarfs (coffee-cup stands). These articles are chiefly used by the inmates of the harems. and many zarfs in particular are sent to Constantinople.
Gold Embroidery ..	Ditto	Christians and Turks	This embroidery is entirely performed by the hand, it is very elaborate and rich, the clothes of the Albanian Beys are ornamented with it. It is chiefly laid on woollen clothes, which with the gold thread are imported from Austria.
Dyed Stuffs.. ..	Uscup, Prisrend, Vrania, and Kalkandelen	Ditto	Silk, cotton, and woollen stuffs are dipped; the process of dyeing is imperfetly understood, and the colours are not very durable.
Pottery	Uscup, Vrania, and Cratowa	Christians	The earthenware of this province is bad and very coarse. The articles made at Vrania and Cratowa are esteemed the best, they are glazed in a mixture of litharge, obtained from the lead and silver mines of Cratowa.
Marble Works ..	Uscup	Turks and Christians	There are extensive marble pits in the vicinity of the town of Uscup. Excellent white marble is cut out, it is susceptible of good polish, it is principally used for tombs, fountains, &c. These pits supply all the districts in the province. The marble is carelessly worked, and the art of polishing it is not carried to perfection.
Silk, Cotton, Linen and Woollen Cloths and Stuffs	In all the districts	Ditto	The supply of silk is very limited. The mulberry tree, both white and black, grows well in these districts. The rearing of the silk worm is imperfectly practised, and the process of drawing off the silk by hand necessarily impairs its quality. Eight okes of cocoons give one oke of reeled silk. The manufacture of the cloths and stuffs affords employment to a large portion of the female population; the weaving is coarse, the looms are constructed of wood, and the warps are narrow.

Articles.	Where Manufactured.	By whom Manufactured.	Details.
Silk, Cotton, Linen and Woollen Cloths and Stuffs	In all the districts	Turks and Christians	Silk cotton and linen stuffs are made in the towns, those of wool in the mountain villages. These articles are not exported. The silk stuff is the same as the "Burunjik" made in other parts of Turkey. That made entirely of silk is very fine and light, and almost transparent. There is some made of silk intermixed with native flax and English cotton twist, it is called "Meless," it wears well and is used for shirts and sheets. The "Konapno" hemp, "Leneno" linen, and "Bubak" cotton, "Platnos" cloths are also much made and used. English cotton twist is used in the manufacture of the Bubak cloth. The hemp and linen cloths are made of native produce. The linens are bleached by repeated washing and exposure to the sun. They are coarse and wear well. There are three kinds of woollen cloths, known by the names of "Klashna," "Shayak," and "Abbas." They are like those made in other parts of Roumelia: they are much worn by the peasantry and mountaineers. They are chiefly made of short wool, and are subject to the process of fulling. The manufacture of coloured socks, gaiters, aprons, and coarse carpets employ the mountain cottagers during the winter months. Goats' hair cloth is also made in the principal towns; it is light, coarse, and durable, and is much used by the natives for sacks and horse cloths.
Mill Stones.. ..	Cratowa	Ditto	They are cut out of a kind of siliceous stone, of a greyish colour and very hard, in the district of Cratowa. The pits there supply stones to the corn mills, worked by water power in the province.

There are other sources of industry, which, more or less, give occupation and profitable returns to the mountain population. Lime is made, and timber of various dimensions for house-building is abundant, good, and cheap. Mud-bricks, and clay-roofing tiles are much made and used, and stone quarries are worked. Charcoal and firewood are plentiful. And furs are collected and brought to the towns to be dressed. All these useful articles, as will be seen below, are very cheap—Firewood, 1*s.* to 1*s.* 2*d.*; charcoal, 1*s.* 6*d.* to 1*s.* 8*d.*; stone for walls, 2½*d.* to 5*d.* per horse-load; clay-tiles, 11*s.* to 12*s.* per thousand; mud-bricks, 2*s.* 6*d.* to 3*s.* 6*d.*; lime, 3*s.* 6*d.* to 4*s.* 6*d.* per horse-load.

The inland trade is remunerative, and is entirely carried on by natives, who transact business on the market days. Every town in the province holds a market once a week by special authority from the Porte. It is on these days that the wants of the people are regularly supplied by a mutual exchange of the surplus produce of one district for that of another.

In the town of Uscup a good deal of business is transacted on its market days, in consequence of its central position, and of the supplies of British and other foreign goods imported from Salonica. The peasants bring raw produce and exchange it for manufactured goods.

It is also on market days that purchases of commodities are chiefly made for the province of Bosnia on the north, and that of Salonica on the south of Uscup. The trade between Uscup and these two provinces, consists of an exchange of native and foreign produce. Uscup gives to both a far greater proportion of native goods than it receives from them. Salonica supplies Uscup, and through it some of the southern districts of Bosnia, with foreign goods.

Uscup sends to Salonica, cereals, hemp, flax, wool, skins, honey, goats'-hair, cloth, rope, fruit, fire-arms, cattle, timber, saltpetre, leather, butter, cheese, and tallow; and takes in return salt, oil, olives, salt-fish, soap, cotton, and foreign manufactures and colonials.

Bosnia receives from Uscup a small but increasing share of foreign goods; and exchanges its iron goods, cattle, and soap, for tobacco, rice, cordage, cereals, and silk stuffs.

Excise-duties are levied on articles manufactured in the country, whether they be of native or foreign produce. And bridge-tolls and Derbent dues are also paid on native produce, whether in a raw or manufactured state. Foreign goods are exempt.

Some native produce is sent through Scodra near the Adriatic; and through Servia *viâ* Nish and Belgrade, to the Austrian markets, consisting chiefly of wool, leather, and skins, and is replaced through the same channels by foreign goods, principally Austrian.

A few years ago the import and export trade of this province was in great part carried on over the above highways. But since steam-communication developed the resources of the port of Salonica, these circuitous and tedious channels are being abandoned for the greater advantages that port presents.

From Uscup to Scodra, Bosnia, Servia, and Salonica, goods are conveyed by pack animals; during summer the state of the roads admit of the employment of bullock-waggons between Uscup, Salonica, and Servia.

The following are the ordinary rates of carriage per cwt.:—From Uscup to Salonica, 9*s.* to 10*s.* in summer, 13*s.* to 16*s.* in winter; from Uscup to Nish (Servian frontier), 10*s.* to 12*s.* in summer, 13*s.* to 18*s.* in winter; from Uscup to Scodra, 20*s.* to 22*s.* in summer, 25*s.* to 30*s.* in winter; from Uscup to Bosna Serai, 22*s.* to 27*s.* in summer, 30*s.* to 35*s.* in winter; exchange, 130 piastres per pound sterling.

There are few wholesale merchants in some of the towns. What little capital they are possessed of is mostly employed in importing foreign goods. In this import-trade a larger capital is also profitably employed by the retailers. The restricted capital of the wholesale merchant not being sufficient to satisfy the wants of the retail dealers, many of the latter have to supply themselves directly from the importers at Salonica or the principal fairs annually held in Roumelia.

The following is a return of some of the principal fairs annually held in Roumelia:—

Fair of	In Province of	Opened.	Closed.
Ouzungiova ..	Bulgaria	Sept. 27	Oct. 12
Serres	Salonica	Feb. 24	March 20
Nevrocop	Do.	Aug. 13	Aug. 30
Perlepe	Monastir (Middle Albania)	Aug. 13	Sept. 5
Yenidjeh	Salonica	Nov. 22	Dec. 20

These fairs are chiefly supplied with foreign goods, amongst which British manufactures and colonials figure the most prominently. They are very numerously attended by customers from Bosnia, Servia, Bulgaria, and Albania.

English cottons and colonials, and Austrian woollen stuffs, sell well.

On the whole the result of these fairs appears to be highly satisfactory.

It is not possible to convey accurate statistical information on the quantities and value of British manufacturers and colonials annually imported in the province of Uscup.

British cotton manufactures decidedly maintain a preeminence in the bazaars of the towns. Our cotton yarns are always in high demand and sell well. Madapollams, shirtings, long cloths, printed calicoes of all sorts, iron, copper, steel, tin, nails, coffee, sugar, and dies are imported, and give profitable returns.

The district of Talanga alone takes from the stores of Salonica about 7,200 cwt. of English iron. Besides being cheap, the forms in which it is imported adapt it more easily to the manufacture of the articles used by the natives.

After careful inquiry, the conclusion has been formed that the merchants of Uscup engaged in the import trade of British goods are doing well. Their profits average from 6 to 8 or 10 per cent. ready money; and 10 to 15 per cent. on 6 and 12 months credit.

The merchants engaged in the import-trade of Austrian goods are not so successful. This trade, once so extensive and profitable, is giving way to our manufactures, at the same time cheaper and more serviceable than the former.

The articles imported from Austria into the province of Uscup chiefly consist of woollen stuffs, cloths, paper, glassware, matches, false jewels, and gold thread and lace.

But all these are the refuse of the German market, and are sold at very exorbitant prices.

The want of a commercial tribunal is very much felt, and proves highly prejudicial to the trading interest.

Commercial operations are crippled by the general state of insecurity which prevails both within and without the towns.

While the merchant is in a fever of anxiety to learn whether his remittances, which sometimes he hides in sacks of grain, and at others in skins of butter, have safely reached their destination, he naturally hesitates to issue or accept a bill of exchange, when he knows by experience that in case of litigation he may lose his cause through the ignorance of the local medjlisses (courts) of commercial law and usuages.

It ought, however, to be observed, that the establishment of the Vice-Consulate at Uscup has infused some confidence into the trading classes, for if it has not yet succeeded in inducing the Turkish authorities to erect a separate commercial court, or tidjaret, it has at least prepared the way to it by establishing the principle of referring commercial suits to a mixed commission.

VOLO.

Report by Major Stuart, late British Vice-Consul at Volo, on the Trade of that District during the year 1860.

In my annual Reports of the years 1859-60, I endeavoured to set forth for the information of Her Majesty's Government the various industrial resources of this district, and the extent of its commercial operations, both internal and external. The year just closed has not witnessed any improvement, no change has been made in the prevailing system, nor any remedy applied to the many evils which it was my duty to point out, and which still continue to obstruct the progress of Thessaly by fettering whatsoever there is of energy in its inhabitants.

The abuses exercised under the tithe system seem to increase; to such an extremity are they carried, that in many instances, gardens, orchards, and vineyards have been let run to waste, the proprietors finding that the cultivation of them left little or no progress after the exactions of the tithe farmer had been enforced. As this system constitutes one of the most pernicious evils that effect this country, a few remarks will perhaps be allowed, tending to show its practical working, and the manner in which it almost crushes every attempt at material progress.

As I have observed on a former occasion, the tithe is in itself a fair assessment, and is, from its simplicity, well suited to a primitive state of society. In the east, where innovation is dreaded, and ancient customs are revered, the tithe, dating from the earliest times, has the additional support of religious sanction. It consequently takes its place among the traditions of the country, and is regarded not only as a just debt to the ruling power, but also as an obligation imposed by Divine authority. With this favourable disposition on the part of the people, nothing more was wanting than protection and encouragement to industry to render the tithe an easy source of revenue to the government, a revenue which of course would augment with the increasing wealth of the nation. Unfortunately it has been dealt with in an injudicious manner. A short-sighted policy conceived the idea of farming it out to the highest bidder; and the government thus assured of a certain sum, and relieved from the trouble of adjusting and collecting the tax, delivers over the rate-payer to the discretion of the farmer, who, having but one years' interest in the matter, is not scrupulous as to the means of rendering it as as lucrative as possible. The general or prospective interests of the country or government are questions which do not not concern him. The future he waives to his successors; to the present alone he limits his views which, I need not add, are centred in the sole idea of self-enrichment. The national tithes are put up to auction at Constantinople in the early part of every year, and almost always secured by some banker, Armenian or Greek, whose first care is to sublet them in portions, at a considerable profit to himself.

The farmer, second in degree, sublets again, and so on, until between the government and the rate-payer there is a series of sometimes five or six middlemen, all of them deriving a profit from the so-called tithe.

The mode of assessing this tax is as follows: at those seasons when the young crops have not yet suffered from any of those influences which, later in the year, may tend to diminish the yield, the tithe-farmer, accompanied by a government inspector, goes on the ground and estimates the future crop at the highest figure to which it could possibly reach under the most favourable circumstances. Come what may, blight, drought, or disease, the rate-payer is held to the original estimate, which, thus, instead of a tithe, often becomes a half or more; nay, instances occur, and not unfrequently, when the charge exceeds the value of the whole crop; but still not a penny is abated, the last farthing is rigorously exacted, and compulsory means, that might be qualified as torture, are resorted to in case of resistance or delay.

If, as frequently happens, a crop be not estimated in the early season, not a hand must be put to it until an inspection is made; and should this be delayed until the time for gathering is past, and part, or the whole should, be lost, the owner alone has to suffer, the tithe charge must be paid in full, appeal is useless; if a petition, praying for redress, be presented to the authorities, a counter petition is immediately got up means of a trifling sum distributed in bribes; so that the wretched cultivator is entirely at the mercy of the tithe-farmer, who is generally one of the chief men of the village, and is often a member of the local medjliss.

I cannot recall any recent instance of a Turk being a tithe-farmer in the district; the truth is he has not sufficient cunning or activity for such matters, consequently the oppression exercised under the system in question must be laid to the account of Christians and Greeks, men of the same religion and race as the majority of the oppressed; of course the government which permits such abuses is not exempt from blame. It is not to be expected that under such disadvantages, the agricultural interests of this country should make much progress, accordingly I find, on reference to the trade returns for the last few years, that the local produce is diminishing rather than increasing.

The disease in the silk-worm still continues; and last year's yield of cocoons did not exceed 2,040 against 3,000 cwt., the average of former years. This branch of industry finds great favour with the Greeks, as it does not require heavy labour, and brings in large and immediate profits. All the work of tending the worms, of collecting and packing the cocoons is done by the women and children of the family, and the master has nothing to do but to take them to the merchant and receive their value. The cultivation of the mulberry is therefore on the increase in Thessaly, wherever the climate and soil are favourable; the same may be said of the fig and olive. The yield of olive oil in the Pelion district amounted, last year, to 2,000 tons, less by an eighth than the average of favourable years. The Pelion olive oil is in high repute throughout the Levant, and always commands a ready sale at remunerating prices. As pickled olives, both green and ripe, form an important article of diet in this country, about 600 tons, or one-tenth of the crop, are annually reserved for that purpose, and they are sold in the market at the average rate of 3*s*. 4*d*. a pound.

The vine disease, which has visited with such disastrous effects all the wine-producing countries of Western Europe, is now established here; but as yet its ravages are almost exclusively confined to the vineyards on the mountain slopes. Those on the slopes are sound; and as they are the most extensive and most productive, the yield of grapes in the province, taken all together, continues to be satisfactory. The wine of 1860 is much superior to that of 1859. The quantity is not sufficient for local consumption; but supplies are obtained from the neighbouring islands at the average price of 6*d*. a gallon. In preceding years it used to cost double that sum, because large quantities were sent to Russia. This market has, however, been virtually closed to the Levant wines by the heavy import duties prescribed in a recent ukase.

In my last annual report I took occasion to point out the fitness of this country for the growth of cotton. The Manchester Association, acting on my representations, has sent out here five barrels (5 cwt.) of New Orleans cotton seed for free distribution in the district. They did not arrive in time for last season; but I am in hopes that the seed can be profitably employed this year.

The Pelion lead mines still continue to be a dead letter. A company was actually formed in London last spring for the purpose of working them; but, owing to some difference at the last moment with the person who holds them by imperial firman, it was dissolved, and I do not, at present, see any prospect of this vast source of wealth being turned to account. The winter, to the present date, has been unusually mild, rain has fallen in abundance, and at the right time, and agricultural operations have been pushed on with some show of activity. A large breadth of grain has been sown in the interior, and present appearances promise well. The lambing season has been most propitious. In fact, if present prospects should be realized, 1861 will prove a year of abundance for Thessaly.

Among the causes which may lead to a different result, must be placed the possibility of insurrectionary movements and political disturbances. It is certain that the Christians of Thessaly are at this moment full of the idea of approaching deliverance from Ottoman supremacy; and it is said that here and elsewhere active measures are in progress for the accomplishment of their hopes.

A rumour was current here some time back that it was in contemplation to establish a bank in Thessaly, under English management, and according to the English system, some rich merchants of the place supporting the undertaking with their capital and influence. I have no doubt that a capital of £50,000 or so might be very beneficially employed in banking here; but more than ordinary caution would be called for at the outset, for credit is but little understood in Thessaly, and the necessity of punctuality in engagements, not at all.

The cereals and tobacco produced in this vice-consular district are so inconsiderable that I do not make a separate note of them, they are, moreover, comprised in the returns of the general produce of the Sanjak as furnished from Larissa.

The arrivals of shipping in this port for the year consisted of 108 steamers, namely, 26 Austrian, 52 Russian, and 30 Greek; and of 1,185 sailing vessels, varying from 2 to 300 tons burden, and representing, collectively, about 9,000 tons. The same figures will answer for the departures.

UNITED STATES.

BOSTON.

Report by Mr. Lousada, British Consul at Boston, on the Trade of that City during the year 1859.

There has not been so much activity in business the past year as was anticipated at the commencement, but on the whole trade has been comparatively healthy, with a fair average increase in many departments; in merchandize there has been little or no speculation, notwithstanding money has been abundant and easy throughout the year.

The panic of 1857 has evidently had its influence, and inaugurated a more cautious policy.

Cotton and woollen manufacturers have been unusually successful and prosperous. The mills in New England have been fully employed: receipts of cotton have been 323,694 bales, showing an increase of 44,171 bales over last year, and of 120,000 bales over 1857. The value of the cotton used by New England manufactures during the year cannot fall much short of $18,000,000, and the value of the foreign and domestic wool consumed must be equal to about $9,000,000 more; the quantity of goods produced has not only largely increased, but a most marked improvement has been noticed in the quality. American de laines, prints, lawns, and ginghams have compared favourably with similar goods of foreign production, and their superiority generally admitted by the trade.

The boot and shoe business has passed through a crisis always likely to follow years of continued prosperity. The amount of goods sold has been large, exports by water and railroad, during the year, amounting to 750,000 cases, the estimated value of which is about $30,000,000. Prices during the year have not been satisfactory. The production has increased more rapidly than the demand, and the competition to sell has kept prices at the very lowest point throughout the year. The prospects, however, of the trade for the coming year look more favourable. As numerous small manufacturers have been compelled to give up the business, and the production is therefore likely to be kept more within the limits of the demand. A general strike for wages which is now in progress will also have an effect.

The war-advices in May last led to some speculative movements in breadstuffs and provisions, and a temporary advance; but as a general thing there been less than the usual excitement in connection with produce business. The provision trade has been very unsatisfactory throughout the year; packers paid unusually high prices for hogs in the west during the packing season, but were unable to obtain a corresponding advance in pork, the article selling for less than western cost almost the entire year. The butter business, quite a large item in the produce trade, has been very much depressed for some months. Speculation in the country forced up prices to a point that left no margin, and lately the prices obtained have been unremunerative. The value of breadstuffs received amounts to $9,000,000; of salt provisions, including beef, pork, lard, hams, and hogs, to $3,500,000; and of butter and cheese to

$3,500,000. These few items alone amounting in value to $16,000,000.

The importation of East India goods shows a large increase over last year in nearly all the items, but fall short of the importation of 1857. Prices generally have been unsatisfactory during the year, some of the largest articles of import scarcely paying costs, and the trade is but slowly recovering from the depression of the past few years. There is every prospect of a large consumptive demand for 1860, particularly for linseed and gunrey cloth, and a more favourable result is looked for.

The shipping interest remains without a material improvement. The number of vessels built in the past year has been comparatively small; but there still appears to be a full supply of tonnage, particularly of large ships. The numerous marine disasters during the year have been as yet scarcely missed. Freights have ruled quite low, and unremunerative in all directions; a few months ago there were decided indications of an immediate improvement, but the large number of foreign built vessels subsequently arriving at southern ports checked the upper tendency. With a large crop of cotton, estimated as likely to reach, if not exceed 4,300,000 bales, and the prospect of a fair export demand for breadstuffs during the winter and spring, ships will be likely to obtain more profitable employment in the coming year. The prospect is certainly more favourable than for some time past, and increased activity already begins to manifest itself.

The money market during the year has been quite easy. In January the rates ruled from from 5 to 7 per cent. for first class paper, and these were the current rates during the first four months of the year. In May the rates stiffened, the unsettled state of European affairs, imparting a more cautious tone to the market, and from June to September the rates were from 6 to 12 per cent. For four months past the market has been comparatively easy, ranging from 6 to 12 per cent., and in some instances as low as 5 per cent.

The reports of specie for this port during the year have been $6,049,420 against $2,708,353 in 1858, $9,712,759 in 1857, $12,227,059 in 1856, and $14,859,470 in 1855.

In ashes the arrivals have been 4,047 casks for 1859, against 2,683 casks for 1858; prices ranging from $5\frac{1}{8}$ to $6\frac{1}{8}$ cents.

The imports of coal have been quite large, showing an increase of 21,679 tons from foreign ports, and 152,992 tons from domestic ports compared with last year. The increased activity in the manufacturing business, and demands for oil purposes have largely increased the consumption of the year. Of this 26,407 tons from Great Britain, and 83,803 from British provinces.

Cocoa, 8,357 bags, against 3,203 in 1858.

Copper has been in moderate demand throughout the year at fair prices. Sheathing 26 to 27 cents, metal 19 to 20 cents. pig copper $21\frac{1}{2}$ cents.

Coffee has rather fallen off in quality. Imported, 124,000 bags, against 145,440 in 1858. (Two 'pockets' of Java are reckoned equal to one bag). The exports to foreign ports were 13,680 bags, against 58,091 in 1858.

The receipts of cotton show an increase of 44,171 bales over last year. This is an indication that manufacturing establishments have been fully employed during the year. The current prices in January last were $12\frac{1}{2}$ and 13 cents for middling to good middling New Orleans, and $13\frac{1}{4}$ to $13\frac{1}{2}$ for middling fair; but prices soon advanced, and ruled $\frac{1}{4}$ and $\frac{1}{2}$ cent above these figures the first four months of the year.

The trade in cotton goods has exceeded expectations, and this has evidently been the most successful business year for a long time, The market opened firm in January last for all kinds of goods, The stocks were comparatively light in the hands of manufacturers, and during January and February, large contracts for desirable goods were made for future delivery. The current prices were $8\frac{1}{2}$ to $8\frac{3}{4}$ cents for brown drills, to $8\frac{1}{2}$ to $8\frac{3}{4}$ cents for heavy sheetings. The bulk of the sales have been at $8\frac{1}{2}$ to $8\frac{3}{4}$ cents. All other kinds of goods have also met with a ready sale for export and consumption at satisfactory prices, and the mills of New England have been taxed to their utmost to supply the demand. The exports show a considerable increase over last year, the demand for the East Indies, anticipated early in the year, having been fully realized.

The prospects of the trade the coming year look even more promising than the past. The supply of all leading styles has seldom been so much reduced. Goods most wanted by the home trade and exporters have been sold largely ahead, and the demand for some time to come is likely to be fully equal to the production.

The exports have been as follows :—

	Quantity.	Value.	
	Packages.	$	cts.
East Indies	16,566	926,591	15
Valparaiso	8,626	515,785	00
Pacific	231	16,670	00
Sandwich Islands	899	71,610	00
Smyrna	1,860	134,419	68
Genoa and Smyrna ..	119	9,081	00
Africa	583	39,623	00
Rio Janeiro	584	34,287	00
Brazil	179	11,790	00
Australia	211	12,900	00
Honduras	171	15,007	00
Constantinople	29	2,268	00
Fayal	121	6,658	00
Turkey	25	2,400	00
Cape of Good Hope ..	8	590	00
Cuba	25	1,583	00
Surinam	14	830	00
Callao	18	1,393	00
Cape de Verds	10	814	00
Rio Hache	33	1,629	00
Gibraltar and Market ..	3	186	00
South America	16	1,000	00
Montevideo..	5	265	00
Hayti	591	50,319	43
Provinces	2,434	116,703	68
Total, 1859 ..	33,362	1,974,403	34
Total, 1858 ..	31,421	1,769,701	21

Bills on London have ranged during the year from $9\frac{1}{4}$ to $10\frac{1}{2}$ per cent. premium for first class sixty day bills, with sales principally from 10 to $10\frac{1}{4}$. In 1858 the rates ranged from 7 to 10 per cent.

Mild weather prolonged the fishing season later than usual: it is believed that the catch this year will fall short of last. The general term "fish" comprising two or three sorts. I divide them into first, mackerel, second, codfish. The highest and lowest prices for some years have been—mackerel, 1st quality, 1859, $14 to $17; 1858, $9 to $16; 2nd quality, 1859, $11 50 cents to $50 50 cents; 1858, 8 to $14; 3rd quality, 1859, $8 to $11; 1858, 5$ to $11. Codfish, 1859, $3 to $4 50 cents, large, and $2 to $3 25 cents, small; 1858, $2 75 cents to $4 25 cents, large, and $1 75 cents to $3, small.

The imports of mackerel from the provinces have been—

	Barrels.
1859	36,407
1858	38,525

All other kinds of fish from the provinces—

	Barrels.
1859	223,139
1858	190,864

The exports of fish have been—

		1859.	1858.
Cod-fish ..	.. drums	8,489	9,235
Ditto ..	.. boxes	6,620	8,579
Ditto ..	.. quintals	33,702	56,218
Mackerel..	.. barrels	56,041	77,193
Herrings..	.. boxes	92,074	85,381

The excitement consequent upon the war news was but temporary. European markets being well supplied did not respond to the advance on this side, and it soon became evident that parties would have to look exclusively to the home market.

Business was exceedingly dull in June, July, and August, at gradually declining prices.

	Barrels.
Arrivals, 1859	1,049,186
„ 1858	1,227,639
Exports to Foreign Ports ..	155,716
Coastwise	9,159

The receipts and exports of corn meal were as follows:—

	1859:	1858.
	Barrels.	Barrels.
Imports	6,670	12,207
Exports	13,607	24,588

The receipts of corn show a falling off of 626,273 bushels compared with last year, and have been smaller than any previous year for ten years, and prices have ruled higher than any similar period, 1855 excepted, being, in 1859, from 81 to 115 cents, and in 1858 from 60 to 110 cents. The receipts show a falling off of 178,453 barrels, being, in 1859, 1,049,186 barrels against 1,227,639 barrels in 1858.

The exports have been to foreign ports—

	Barrels.
To Foreign Ports	155,716
Coastwise	9,159
Total	164,875

The receipts and exports of corn meal have been—

	1859.	1858.
	Barrels.	Barrels.
Imports	6,670	12,207
Exports	13,607	24,588

The receipt of oats were large, but southern markets have absorbed the surplus, and raised prices. The price of oats per bushel was, in 1859, 41 to 67 cents; in 1858, 41 to 57 cents. The price of rye per bushel was, in 1859, 70 to 108 cents; in 1858, 70 to 90 cents.

The imports in 1859 were—

	Bushels.
Oats	1,188,495
Corn	1,821,541
Rye	24,920
Shorts	448,492
Wheat	13,361

The exports were—

Corn	16,289
Wheat	2,831

The import of hemp shows an increase over 1858, being 49,398, against 42,200 bales; prices ranging from 6¼ to 7 cents. The total consumption in the United States last year was reckoned at 131,311 bales.

Hides: prices from 22½ to 28½ cents, in 1858, against 20 to 27½ cents. Total import 618,386 bales (exclusive of 8,167 from Calcutta and Bombay). In 1858, 619,919, exclusive of 6,383 from same place.

Of goat skins, in 1859, there were 136,900 bales, against 67,192 in 1858. From Calcutta and Bombay, in 1859, 3,405, against 3,287 in 1858.

The exportation of ice is of quite a consequential nature here. The celebrated Wenham Lake supplying the greatest portion. The total for 1859 is 129,403 tons, against 92,595 tons in 1858; of this 14,031 goes to the East Indies.

The receipts of iron show a considerable increase, being—

	Tons.
From Great Britain	999,128
Coastwise	133,520
Total	1,132,648

Articles.	1859.	1858.
Bars	729,701	477,812
Ditto, tons	11,701	4,139
Railroad, bars	3,632	1,027
Ditto, tons	2,792	520
Bundles	268,306	119,256
Plates	34,358	26,339
Scrap, tons	1,367	383
Blooms	44	324
Pig, tons	33,785	15,638

Pork and beef have fallen off—

	1859.	1858.
	Barrels.	Barrels.
Pork	32,512	37,373
Beef..	65,112	80,225
Hogs.	37,717	50,855

The imports of salt were—

	Bushels.
From England	440,472
British West Indies ..	338,710
Other Places	615,676
Total, 1859.. ..	1,394,858
„ 1858.. ..	1,020,837

Saltpetre, in May, shortly after the declaration of war between France and Austria, reached 11¼ cents per pound; but after the cessation of hostilities in Europe it declined rapidly to 7 cents.

The agitated state of affairs in general, and the peculiar position occupied by saltpetre, causes it to be most sensitive, and there is no article of East India merchandize, at present, which is liable to more sudden or frequent fluctuation than this—

	Bags.
Imports in 1859	87,527
„ 1858	75,771
Stock now in Boston	1,886
Exported to Canada..	355
„ Malta	58
Advised on the way from India ..	14,283

Total exports of species from this port were—

	$	cents.
1859	6,049,420	56
1858	2,708,353	64

of which $5,618,550 was in British and foreign vessels.

Receipts of domestic wool have been quite large compared with previous years, and the market is now better supplied than any other in the country. The stock is estimated at 1,800,000 lbs., fleece and pulled, against 600,000 lbs. in 1858.

	Bales.
In 1859	45,868
1858	32,306

The market has been liberally supplied with foreign wool, and the demand during the year has been quite active, and prices generally well sustained. The increased importation of fine Mestiza and Cape wools has made up for the deficiency of domestic, and enabled the manufactures to keep their machinery in full operation.

	Bales.	Quintals.
In 1859	36,708	35,774
1858	19,882	10,322

The value of exports from Boston district alone amounted to $14,196,130; and the exports of goods, produce, and manufacture of foreign countries, from Boston to foreign ports amounted to—

	$
In 1859	1,975,990
1858	5,706,061

The foreign gold and bullion, included in the above amounted to—

	$
In 1859	599,745
1858	59,330

The total value of imports from foreign countries was—

	$
Paying Duty	29,739,577
Free of Duty	11,435,093
Total	$41,174,670

Value of merchandize transmitted in bond to Canada from Boston was—

	$
In 1859	1,772,641
In 1858	1,086,616
Exported inland from Boston to adjacent British Provinces	459,609
Imported inland from Boston to adjacent British Provinces	1,313,032

The tonnage of this port is 456,622 tons—one-sixth of the entire shipping of the country—chiefly engaged in the foreign trade, very little in the coasting trade.

If the French dictum be correct, that "building is the test of prosperity," Massachusetts must be eminently prosperous. The whole country teems with new buildings. Edifices arise on a scale, and with a rapidity of which we have no example or idea of in Europe. In Boston proper alone, not including the adjacent and united towns of Roxbury and Charlestown, no less than 970 fine buildings were begun and completed during the year 1859, at a cost of $9,980, and in 1860 I shall have to report a still greater increase.

I cannot omit, amongst general statistics, the very superior organization of the fire department in this city. And what I consider especially valuable is the construction and daily use of admirable steam fire-engines, so light as to be drawn rapidly by two horses, capable of throwing several continuous and powerful jets of water, and taking only eight minutes to get full steam from the first application of the igniting match.

The whole number of passengers arriving at this port the past year, was 14,623, in 807 vessels, from foreign countries, as follows :—

	Vessels.	Passengers.
American—		
From England	33	4,635
British Provinces..	70	2,801
Fayal	6	267
Gottenburg ..	3	42
Other Places ..	35	142
Total	147	7,887
English—		
From Liverpool	27	2,251
British Provinces..	581	4,348
Other Places ..	52	137
Total	660	6,736
Total Passengers ..	807	14,623

Of these the number of American and others of whom no bond could be required was 7,520; the number commuted at $2 each, 7,013; extra commuted, 33; for whom bonds were taken, 50; and who died on the voyage, 7.

The aliens arriving at this port the past year were natives of the following countries :—

England	1,950
British Provinces ..	5,442
Ireland	3,832
Scotland	215
Other Countries ..	871
Total	12,310

In conclusion I would advert to the heavy burden our provincial vessels, trading hither, are obliged to bear in way of pilotage, the payment of which is enforced, although neither used nor required by these numerous small craft.

Great efforts have been made by the more enlightened members of the legislature to obtain the entire remission of this tax upon all vessels less than 350 tons; and, although defeated this session, the prospect of its passing next are promising, and it will be a very great boon.

BUFFALO.

Report by Mr. Donohoe, British Consul at Buffalo, on the Trade of that Port during the year 1859.

THE receipts of grain at this port for the past year were as follows. Grain, including flour, 21,802,272 bushels, which quantity is made up from the following items :—

	Bushels.
Wheat in Flour..	7,094,330
Wheat	9,833,602
Corn	3,102,605
Oats	1,287,276
Barley	360,146
Rye	124,314
Total	21,802,272

There is a falling off, as compared with the receipts of 1858, of 6,417,583 bushels.

I do not attribute this reduction in the quantity received to the number of competing routes for the grain-carrying trade of the West, but to the quantity sent forward in 1859 being smaller than in 1858.

I annex a series of Tables which bear upon this subject, and show the receipts of grain at the principal receiving places during the past four years. These Tables are reliable.

STATEMENT showing the Quantities of Flour and Grain sent Eastward from the Lake Regions, comprehending Ohio, Indiana, Michigan, Illinois, Wisconsin, Iowa, Minnesota, and Canada West, during the Years 1856, 1857, 1858, and 1859.

	1856.				1857.			
	Flour.	Wheat.	Corn.	Other Grains.	Flour.	Wheat.	Corn.	Other Grains.
Received at—	barrels.	bushels.	bushels.	bushels.	barrels.	bushels.	bushels.	bushels.
West Ter. Balt. and O. RR...	449,797	..	..	487,100	426,801	..	..	256,183
West Ter. Pa. C. RR. ..	215,000	..	..	405,872	351,011	..	..	206,793
Dunkirk*	350,000	..	..	..	354,072	93,443	114,652	..
Buffalo..	1,211,189	8,465,671	9,632,477	2,025,519	925,411	8,383,815	5,720,413	1,321,406
Suspension Bridge	304,524	..	..	900,000	180,194	148,138	..	..
Oswego	202,930	8,382,398	3,589,211	619,280	101,363	5,353,026	2,003,992	370,249
Ogdensburgh	354,964	610,937	377,975	37,432	361,578	598,523	517,076	14,740
Cape Vincent..	65,000	500,000	45,000	50,000	60,472	477,375	40,537	49,408
Montreal	712,038	1,546,352	637,969	67,366	637,052	1,708,965	383,162	38,165
Total Eastward	3,865,442	19,505,358	14,282,632	4,592,569	3,397,954	16,763,285	8,779,832	2,256,944

	1858.				1859.			
	Flour.	Wheat.	Corn.	Other Grains.	Flour.	Wheat.	Corn.	Other Grains.
Received at—	barrels.	bushels.	bushels.	bushels.	barrels.	bushels.	bushels.	bushels.
West Ter. Balt. and O. RR...	682,314	..	..	330,871	466,403	17,800	..	196,466
West Ter. Pa. C. RR.* ..	450,000	..	..	250,000	350,000	..	..	150,000
Dunkirk	331,007	186,449	94,945	24,965	432,052	263,483	77,014	14,400
Buffalo..	1,614,520	10,735,909	6,621,668	2,789,678	1,502,198	9,559,908	3,151,387	1,993,140
Suspension Bridge	200,410	102,694	..	..	41,374	57,562	..	73,346
Oswego	95,720	6,572,432	2,913,618	1,292,424	64,941	4,875,489	804,646	1,342,010
Ogdensburgh	381,624	790,178	720,236	44,126	294,569	769,010	298,519	64,702
Cape Vincent..	72,633	410,191	40,000	156,631	9,390	266,735	20,100	216,435
Montreal	664,275	1,769,482	105,087	136,537	597,583	638,900	71,430	204,652
Rochester	7,110	276,515	..	9,865	1,764	416,821	..	8,900
Total Eastward	4,499,613	21,843,850	10,495,554	5,035,097	3,760,274	16,865,708	4,423,096	4,264,051

* Estimated.

The variation of these totals for the four years as above has been as follows :—

	Flour.	Wheat.	Corn.	Other Grains.
	barrels.	bushels.	bushels.	bushels.
1856 ..	3,865,442	19,505,358	14,282,632	4,592,569
1857 ..	3,397,954	16,763,285	8,779,832	2,256,944
1858 ..	4,499,613	21,843,850	10,495,554	5,035,097
1850 ..	3,760,274	16,865,708	4,423,096	4,264,051

Of the entire movement of grain, a very material decrease took place in 1859, as the following will show :—

	bushels.
Average movement in 1856, 1857, and 1858 ..	55,560,688
Movement of 1859	44,354,225
Decrease	11,206,463

The year 1858 stands at the head of the list as regards the total eastward movement, and 1859 consequently shows a falling off in this line of 15,518,341 bushels of grain.

The quantity of produce received from Canada during the past year at this port was as follows :—flour and breadstuffs, 85,478 cwt.; grain of all kinds, 763,977 bushels; lumber, 38,280,475 feet. The total value of the imports from Canada amount to 1,913,911 dollars, of which articles to the value of 1,328,719 were carried in American vessels, and 555,679 in Canadian.

The value of the exports to Canada from Buffalo amounts to 988,774 dollars. The merchants and shopkeepers here complain much of the falling off in their Canadian business; but when we consider that goods in bond cannot be purchased in this market, are we to wonder that the Canadian consumer prefers purchasing foreign or manufactured articles in New York in bond, to paying not only the profit of the importer, as well as that of the retailer, but over and above all, the United States tariff?

As to articles of manufacture, I perceive from various sources that the people of the province are turning their attention more and more to the production of articles, such as furniture, stoves, clothing, boots and shoes, &c.; and as they do not come here to purchase what they can make themselves, the dealers in these commodities consider that the Reciprocity Treaty has caused this falling off in their business. Never was there a more erroneous idea; the Reciprocity Treaty has nothing whatever to do with the case. I grant that the late tariffs in Canada have had the effect of, in a great measure, annihilating the business formerly carried on in the articles mentioned above; but any man who took the trouble of looking into these matters, must have seen that such a class of business could never stand for any length of time. Why should not a prosperous and growing colony like Canada, with her industrious resources, become a manufacturing country? Why should she pay the profits of the New York Commission-house and the country dealer upon everything she required? They say here, that the 3rd Article of the Reciprocity Treaty has been violated on the part of the Canadian Government by their late tariffs. The 3rd Article of the Treaty relates to non-manufactured articles, the growth and produce of either country, not one of which have been directly affected by the late tariff of the province.

I have digressed from my statistical Tables to talk of the Reciprocity Treaty; and as, in my report for 1858, I entered at great length into the subject, I think that it is unnecessary here to say any more about it. I shall conclude the subject by stating, that I have the best authority for saying that the opposition to the Treaty is to be looked for solely in the State of New York. The people of the Western States of the Union are, to a man, strongly in favour of it; and I am firmly of opinion, that much of the cry against it has been got up for political purposes

The imports from Canada are as follows :—

Abstract of Foreign Merchandise imported from Canada, under the provisions of the Reciprocity Treaty, into the District of Buffalo Creek, during the Year ending December 31, 1859.

Articles.		American Vessels.		Foreign Vessels.	
		Quantity.	Value.	Quantity.	Value.
			$		$
Animals of all kinds*	number	..	166,986	..	9,625
Articles of United States brought back	..	..	9,973	..	887
Ashes	tons	89,142	3,832	21,686	1,269
Bark	..	..	15	..	..
Butter	lbs.	182,846	20,986	62,408	9,446
Cheese	,,	..	209	..	..
Copper, old*	..	..	268	..	5
Eggs	dozen	35,957	5,041	2,056	176
Effects of emigrants	..	..	11,270	..	3,070
Fish of all kinds	lbs.	24,955	1,072	3,700	152
Firewood	cords	1,987	1,907	2,416	2,483
Flour and Breadstuffs	cwt.	71,405	202,425	14,073	43,997
Fruit, undried	bushels	714	391	..	..
,, dried	..	255	148	8	29
Furs, undressed	number	1,659	944	1,066	653
Gypsum	..	..	..	..	736
Grain of all kinds	bushels	611,745	464,877	152,232	105,855
Hides and Skins, undressed	number	40,322	32,770	10,450	10,932
Horns	..	..	75	..	..
Lard	lbs.	66	6	605	55
Meats, fresh and salted	,,	406,008	22,199	847,764	27,902
Millseed	bushels	..	..	284	100
Nuts	,,	..	..	3	2
Oatmeal	lbs.	6,000	164	1,200	36
Old Junk*	..	..	172	..	337
Old Brass*	..	..	162	..	..
Ore, Copper	tons	5	15	336	29,257
Other articles	..	..	657	..	8,309
Pates	lbs.	16,326	1,064	15,950	173
Peas	bushels	67,958	35,162	50,667	26,134
Pelts	number	19,763	7,818	5,597	4,349
Poultry	,,	1,720	267	754	149
Rags	..	..	7,307	..	157
Seeds and Plants*	..	..	2,285	..	11,029
Shingle Bolts*	..	..	1,285	..	264
Stone	..	..	1,050	..	..
Tallow	lbs.	50	3	..	..
Tails, undressed	number	400	13	680	9
Timber and Lumber	lbs.	..	245,498	..	228,296
Vegetables	bushels	972	361	107	23
Wool	lbs.	282,480	80,042	43,340	12,631
Total		.. $	1,328,719	.. $	538,527

ABSTRACT of Dutiable Merchandise imported from Canada into the District of Buffalo Creek, during the year 1859.

Articles.		American Vessels.		Foreign Vessels.	
		Quantity.	Value.	Quantity.	Value.
			$		$
Artists' Materials	..	..	6	..	..
Barrels, empty	number	..	..	38	38
Bath Brick	..	..	115	..	..
Beer	..	..	36	..	..
Beeswax	..	..	45	..	..
Bones	..	..	..	..	41
Bows	number	..	..	6	6
Brandy, Foreign	gallons	546	712	627	236
Carriages	..	..	139	..	12
Cider	..	..	6	..	..
Clocks and Watches	..	..	14	..	..
Clothing	..	..	1	..	57
Cordage	..	..	25	..	..
Feathers	..	..	253	..	35
Fire-arms	..	..	14	..	..
Hay	..	..	2,879	..	..
Harness	..	..	12	..	..
Hides, &c., manufactured	..	..	489	..	49
Honey	..	..	..	..	22
Hoops, manufactured	thousand	..	..	404	404
Iron, manufacture of scrap, &c.	cwt.	15,792	12,762	10,934	8,218
„ other manufactures of	..	..	311	..	279
Machinery	..	..	323	..	..
Manufacture of Cotton	..	..	8	..	..
„ Flax	..	..	2	..	..
„ Glass	..	..	22	..	..
„ Leather	..	..	97	..	..
„ Tin	..	..	6	..	..
„ Wood	..	..	2,788	..	4,778
„ Wool	..	..	94	..	37
Molasses	gallons	100	23	..	..
Muslin	..	..	60	..	..
Peas, split	..	..	50	..	..
Rigging	..	..	..	..	29
Sheets, woollen	number	..	..	12	12
Shingles, manufactured	thousand	302	498	659	835
Skins, manufactured	..	..	154	..	..
Spirits	gallons	775	305	..	..
Staves	thousand	330	7,179	180	1,806
Straw goods	..	..	37	..	..
Sugar, brown	lbs.	240	22	..	..
Telegraph Instruments	number	..	..	1	103
Wire	..	..	26	..	155
Total	..	.. $	29,513	.. $	17,152

Duties collected in 1855 .. .. $29,275
„ „ in 1856 10,256
„ „ in 1857 11,529
„ „ in 1858 5,986
„ „ in 1859 10,292

This Table and the one that follows distinguishes the quantity and value of each article, and whether imported or exported in American or Canadian vessels.

ABSTRACT of Domestic Produce and Manufactures exported from the District of Buffalo Creek to Canada, during the year 1859.

Articles.		American Vessels.		Foreign Vessels.	
		Quantity.	Value.	Quantity.	Value.
			$		$
Adamantine and other Candles	lbs.	14,750	1,398	4,760	575
Apples	barrels	2,327	4,568	1,695	3,838
Ashes, pot and pearl	lbs.	4,600	531	..	..
Beef	barrels	45	589	32	403
Beer, Ale, Porter, and Cider	„	53	255	43	200
Biscuit and Ship Bread	lbs.	12	56	..	..
Board, Plank, &c.	feet	32,000	719	6,063	120
Books and Maps	..	..	842	..	526
Brick, Lime, and Cement	..	..	809	..	594
Brooms and Brushes	dozen	93	287	27	109
Butter	lbs.	800	131	590	104
Beans	..	..	740	..	435
Cables and Cordage	lbs.	2,500	342	4,850	868
Carriages and Railroad Cars	..	..	917	..	1,190
Cheese	lbs.	48,540	4,845	29,320	2,932
Coal	tons	1,165	4,880	478	2,461
Copper and Brass, manufactures of	..	..	714	..	318
Drugs and Medicines	..	..	2,990	..	2,962
Earthen and Stoneware	..	..	588	..	224
Fish, dried or smoked	lbs.	17,650	845	3,314	149
„ pickled	barrels	100	919	56	505
Gunpowder	lbs.	109	29	100	24
Garden Seeds	..	..	270	..	..
Hams and Bacon	lbs.	51,536	5,095	31,590	3,151
Hats of fur or silk	cases	74	2,142	28	728

Abstract of Domestic Produce and Manufactures exported, &c.—*continued.*

Articles.		American Vessels.		Foreign Vessels.	
		Quantity.	Value.	Quantity.	Value.
Hemp		..	$ 354	..	$ 135
Hides		..	6,550	..	7,263
Horned Cattle	number	30	652	..	..
Horses	„	21	1,920	2	150
Hops	lbs.	4,610	702	..	..
Household Furniture		..	9,207	..	7,625
India-rubber Shoes		..	..	..	51
Indian Corn	bushels	58,612	43,619	56,580	39,068
„ Meal	barrels	4,198	13,057	4,233	12,587
Iron Nails.	kegs	139	849	104	467
Iron, manufactures of		..	34,115	..	15,718
Lard	lbs.	7,850	778	9,328	907
Leather	„	26,100	5,360	17,170	3,243
Boots and Shoes	pairs	2,530	3,203	2,300	2,960
Linseed Oil	gallons	65	45	145	141
Manufacture of Tobacco	lbs.	97,570	19,096	39,625	7,506
„ Cotton, coloured		..	12,391	..	5,436
„ Cotton, white		..	4,033	..	4,288
„ Cotton, other		..	2,125	..	2,167
„ Glass		..	2,543	..	582
„ Marble and Stone		..	4,025	..	1,619
„ Pewter and Lead		..	45	..	..
„ Wood		..	2,883	..	1,018
Molasses	gallons	7,040	3,630	2,751	1,420
Musical Instruments		..	775	..	420
Oak Bark and other dry woods		..	..	..	486
Oil, whale and other fish	gallons	6,146	6,238	1,770	1,793
Oakum		..	524	..	213
Oil Cloth		..	551	..	227
Oysters		..	375	..	..
Paints and Varnish		..	1,891	..	602
Paper and other stationery		..	2,131	..	517
Pork	barrels	910	10,906	383	6,194
Potatoes	bushels	9,661	4,882	5,773	2,868
Printing Presses and Type		..	983	..	..
Rice	tierces	66	1,975	61	1,823
Resin and Turpentine	barrels	..	..	73	309
Rye, Oats, and other small grain		..	8,135	..	5,722
Roofing Slate		..	1,357	..	..
Saddlery		..	105	..	318
Salt	barrels	13,596	16,447	6,167	8,489
Skins and Furs		..	..	..	1,279
Soap	lbs.	14,540	1,020	7,260	368
Spermaceti and Sperm Candles	lbs.	..	..	50	26
Spirits from Grain	gallons	6,690	1,863	1,380	453
Spirits of Turpentine		508	381	..	60
Staves	number	28,042	460	144,069	1,631
Sugar, brown	lbs.	11,270	870	5,000	477
„ refined		15,084	1,373	8,364	803
Starch	lbs.	..	278	..	46
Tallow		42,330	3,958	14,746	1,464
Tar and Pitch		165	678	76	323
Trunks and Valises		..	90	..	102
Trees		..	293	..	1,363
Vinegar	barrels	40	350	69	343
Wearing Apparel.		..	1,143	..	176
Wheat	bushels	129,288	129,173	55,524	53,772
Wheat Flour	barrels	13,740	88,602	11,072	70,092
Wool	lbs.	..	115	..	..
Wine	gallons	80	80	..	..
Total..		..	494,785		99,498

Abstract of Foreign Merchandise exported from the District of Buffalo Creek to Canada during the year 1859.

Articles.		American Vessels.		Foreign Vessels.	
		Quantity	Value.	Quantity	Value.
			$		$
Tea	lbs.	99,904	73,208	100,588	40,647
Coffee	„	51,097	5,441	28,501	3,296
Raisins	„	7,300	871	..	..
Fruit	boxes	177	845	144	721
Currants	lbs.	5,800	558	9,200	924
Nuts	„	5,249	520	3,081	382
Pepper	„	5,584	576	3,595	357
Tin	boxes	37	385	33	338
Corks	lbs.	35	10	..	..
Crockery		..	473	..	580
Ginger	lbs.	1,050	88	..	..
Nutmegs	„	36	15	..	55
Pimento	„	786	85	1,136	156
Figs	„	820	96	888	98
Cassia	„	..	..	550	129
Total		..	$83,171	..	$47,683

The Table that follows is a recapitulation, showing at a glance the amount of trade carried on in American and Canadian vessels from this port:—

		$
Value of Free Goods imported in American Vessels.		1,328,719
Ditto in Foreign Vessels ..		538,527
Total value of Free Goods ..		1,867,246
Value of Dutiable Goods imported in American Vessels	$29,513	
Ditto, in Foreign Vessels	17,152	
Total value of Dutiable Merchandize.		46,665
Total value of Imports		1,913,911
Value of Domestic Produce exported in American Vessels	494,785	
Ditto, in Foreign Vessels	299,498	
Value of Foreign Merchandise exported in American Vessels	83,171	
Ditto, in Foreign Vessels	47,683	
Total value of Exports		925,137
Difference in favour of Canada		$988,774

I now give a comparative statement of the imports and exports in the trade with Canada for three years. The leading items only are mentioned as an enumeration of the minor ones.

Comparative Statement of the Imports of a few leading Articles, product of Canada, free under the Reciprocity Treaty for three Years.

		1857.	1858.	1859.
Flour and Bread Stuffs ..	cwt.	94,380	249,691	85,478
Grain of all kinds..	. bushels	404,709	374,065	763,977
Hides and Skins ..	.. No.	25,311	53,228	50,772
Ashes, Pot.. ..	.. lbs.	63,817	75,897	110,828
Pelts	.. No.	10,125	18,809	25,360
Wool	.. lbs.	80,793	146,891	325,820
Copper Ore ..	.. tons	670	504	371

Comparative Statement of a few Articles of Domestic Produce exported into Canada during the past three Years.

		1857.	1858.	1859.
Whale and other Fish Oil..	galls.	15,613	13,448	..
Candles	.. lbs.	14,614	15,979	7,916
Tallow	.. "	66,113	32,929	19,560
Cheese	.. "	182,286	86,469	57,076
Pork..	barrels	993	364	1,293
Bacon	.. lbs.	268,800	132,581	..
Lard	.. "	12,840	13,772	17,178
Wheat	bushels	52,129	211,115	184,812
Corn	"	106,724	114,067	115,192
Brown Sugar ..	.. lbs.	21,230	25,616	16,270
Spirits from Grain..	.. galls.	19,650	9,002	8,070
Molasses	.. "	8,799	13,466	9,791
Tobacco, Manufactured	.. lbs.	85,509	34,500	..
Leather	.. "	80,629	63,882	43,270
Boots and Shoes ..	.. pairs	15,046	8,665	4,830
Cable and Cordage	.. lbs.	21,392	11,600	7,350

Comparative Statement of a few Articles of Foreign Merchandise exported to Canada during three Years.

	1857.	1858.	1859.
	lbs.	lbs.	lbs.
Tea	70,796	163,336	200,492
Coffee	74,884	70,770	79,598
Sugar	9,319	9,197	..
Raisins	5,756	12,904	7,300
Nuts	8,190	3,979	8,330
Spice	6,541	506	..
Prunes..	1,350	350	..
Pepper..	3,470	6,395	9,179
Currants	5,282	5,417	15,000

The disproportion in the number of Canadian vessels employed in the trade with the province requires explanation. A large proportion of the Canadian trade of this port is done by the Buffalo and Lake Huron Railway; and as the steam ferry-boat which plys between Fort Erie, Welland Canal, and this city, is registered as an American vessel, the goods coming by that line are entered as carried in an American bottom.

The amount of business done by the Erie Canal during the past year shows, as per the annexed Statement, that there has been a considerable falling off in the transportation of some classes of articles, and an increase in the quantity of lumber sent forward.

This Table is from the Canal Commissioners' Report, and may be relied upon. It shows the movement of freight eastward and westward for a period of years.

STATEMENT showing the Eastward Movement of Freight from Buffalo, by the Erie Canal, for Six Years.

	Products of the Forest.	Products of Animals.	Vegetable Food.	All other Agricultural Products.	Manufactures.	Merchandise.	Other Articles.	Total.	Total Value.	Tolls Received.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	$	$	c.
1854	154,816	42,750	457,153	5,874	5,405	1,929	23,226	691,216	26,936,702	685,315	35
1855	151,994	25,628	481,044	2,418	7,149	4,457	19,254	688,107	29,258,437	755,574	50
1856	137,851	10,611	493,132	992	19,62	1,040	16,650	662,238	21,970,119	783,905	62
1857	166,780	4,868	367,529	827	6,804	521	24,191	571,526	16,956,740	598,470	44
1858	165,597	23,588	529,649	2,093	18,184	3,888	23,497	776,496	24,267,171	719,683	9
1859	281,664	14,232	296,447	1,372	9,553	2,909	53,363	659,540	16,226,911	552,432	0

STATEMENT showing the Receipts of Westward-Moving Freight at Buffalo, by the Erie Canal, for Six Years.

	Products of the Forest.	Products of Animals.	Vegetable Food.	All other Agricultural Products.	Manufactures.	Merchandise.	Other Articles.	Total.	Merchandise going to Western States and Canada.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1854	48,105	509	2,212	108	59,116	190,459	80,263	380,772	167,550
1855	58,536	367	8,221	109	87,709	171,176	77,991	404,108	145,530
1856	67,798	300	10,347	203	61,473	149,769	85,314	375,204	114,696
1857	76,046	85	5,473	311	51,062	85,766	100,206	318,949	74,733
1858	46,699	297	4,872	516	55,610	56,301	54,670	218,965	47,350
1859	26,853	282	7,749	340	67,396	85,668	60,983	249,271	72,768

The decrease in the quantity of vegetable food forwarded by canal this year is to be accounted for, by the fact that the railways afford as cheap and a more expeditious channel for the transportation of flour.

The direct trade with Atlantic ports has increased considerably during the past year. Thirty-nine vessels left ports on the Upper Lakes (two of which were from Buffalo), and passing through the Welland Canal, proceeded by the St. Lawrence to the Ocean. Twenty-four of these vessels were bound for European ports, and carried cargoes of staves and lumber.

These vessels average over 300 tons, and but few of them find their way back, as from their peculiar build drawing but little water, and using a large centre board for deep-sea navigation, they are much sought after for the coasting trade.

One of these vessels left here on the 15th August with a cargo of staves for Cadiz.

There was only one Canadian vessel amongst the thirty-nine.

CALIFORNIA.

Report of Mr. Booker, British Consul at San Francisco, on the Trade of California during the year 1860.

The receipts of gold dust in this city from the interior of the State, in 1860, amounted to 9,042,338*l.*; of which were exported, according to the manifests at the Custom-house, 7,132,300*l.* to New York, 10,559*l.* to New Orleans, 534,587*l.* to England, 674,936*l.* to China, 18,840*l.* to Japan, 15,132*l.* to Manilla, 60,164*l.* to Panama, 8,136*l.* to the Sandwich Islands, and 3,880*l.* to Mexico, in all, 8,458,434*l.* The exports in 1859 were 9,528,090*l.*; in 1858, 9,490,496*l.*; in 1857, 9,868,037*l.*; in 1856, 10,197,752*l.*; in 1855, 8,923,830*l.*; in 1854, 10,400,000*l.*; and in 1853, 10,891,000*l.* In 1860, the gold coined at the United Stated Branch Mint amounted to 2,235,600*l.*; in 1859, to 2,584,420*l.*; in 1858, to 8,429,640*l.*; in 1857, to 2,891,000*l.*; in 1856, to 5,029,340*l.*; in 1855, to 4,191,535*l.*; and in 1854 (the year it was established), to 1,344,700*l.*

During the past year the silver coined amounted to 52,800*l.*; in 1859, it was 63,800*l.*; in 1858, 54,850*l.*; in 1857, 19,900*l.*; in 1856, to 36,800*l.*; and in 1855, to 32,845*l.* The imports of treasure (chiefly dollars from Mexico) in 1860, were 361,810*l.*, being 133,890*l.* less than in 1859. This arose from a change in the exports of treasure to China, the merchants having generally preferred preferred to ship gold bars at $\frac{880}{1000}$ fineness to Mexican dollars at over 9 per cent. premium. The principal quicksilver mine, the New Almaden, has been closed all the past year, under an injunction issued by the United States Circuit Court; and three other mines have been worked with energy, the Enriquita, Guadaloupe, and New Idria. The two first-named are in the vicinity of the New Almaden, and distant about 65 miles from this city; the other is in the same range of hills, but distant about 160 miles. The Enriquita yielded last year 6,816 flasks, the Guadaloupe 2,675, and the New Idria 4,618, in all 14,107 flasks. The New Almaden alone provided nearly 30,000 flasks annually; and much more could have been extracted had the demand warranted an increased supply. The title to this mine, which has been strongly contested by the United States Government, has recently been decided by the United States District Court here, and the Company who formerly worked it have had it confirmed to them, and the injunction is removed. The exports of quicksilver last year amounted to 9,348 flasks (75 lbs. each). The annual consumption in this State is about 3,800 flasks.

We no longer import flour and grain from the eastern States. The past year, our exports of wheat have been very large, compared with any previous one. Below I give the exports of flour and grain during the last five years:—

	Flour.	Wheat.	Barley.	Oats.
	Barrels.	Bushels.	Bushels.	Bushels.
1860.. ..	121,688	1,830,800	278,280	145,050
1859.. ..	30,269	209,985	102,717	170,057
1858.. ..	16,330	..	175,640	384,000
1857.. ..	9,005	6,135	397,130	191,141
1856.. ..	77,765	38,066	10,840	26,355

It is now clearly proved that we can grow wheat of very superior quality, at a price which in ordinary years will enable shipments to be made to England; 1½ cents a pound remunerates the farmers, and that price will enable wheat to be put free on board, at about 32*s.* 6*d.* per imperial quarter.

From the county assessors' reports, and from private information, I am able to estimate the wheat crop at 6,500,000 bushels, with an average yield per acre of 25 bushels; the barley crop at 3,800,000 bushels, with a yield of 28 bushels; and the oat crop at 1,450,000 bushels, with a yield of 34 bushels to the acre. In 1859, the wheat crop was estimated at 5,336,000 bushels, the barley at 4,500 000 bushels, and the oats at 2,000,000 bushels. In the early part of last year, the price of the best quality of wheat ranged from 4*s.* to 4*s.* 6*d.* a bushel; but after the new crop came to market the price settled down at about 3*s.* 9*d.* a bushel, at which price most of the shipments to Australia and England were bought.

Barley was controlled by speculators for the first six months of the year, and the price varied from 3*s.* 9*d.* to 4*s.* 3*d.* a bushel; since harvest it has declined to 2*s.* to 2*s.* 3*d.*

Oats ranged in price, from January till harvest, at from 3*s.* to 3*s.* 6*d.* a bushel; since then they have been selling at from 2*s.* to 2*s.* 6*d.*

Indian corn is not grown in large quantities; the price before harvest was about 5*s.* a bushel, and since then 3*s.* 9*d.* to 4*s.* 3*d.*

The growth of the grape vine has been largely extended. In one county alone (Los Angeles) there are 1,811,000 vines under culture, of which 580,000 are now in bearing; the product of wine has reached 345,000 gallons in that county. I am unable to learn what the total product of the State is, but I consider I am within the mark when putting it at 500,000 gallons. The quality varies much, and none of it is superior; but I think in time, it will be generally consumed in the mining and agricultural regions of the State. The exports have been small, and merely experimental.

The number of cattle has vastly increased, and there is a great improvement in the breed. The native cattle have been crossed with the American, and the American with imported Durham and Devon stock; and at the agricultural fairs the exhibition of fine cattle was very creditable to the State. The prices during the whole year were low, particularly for California stock; and resource in some few instances was had to the old system of boiling them down for their tallow. The tallow, hide, and meat, brought from 3*l.* to 3*l.* 10*s.*, which exceeded what could be realized for the cattle alive.

The increase in sheep is even more marked than in cattle, and the breed has likewise been greatly improved by crossings with imported French and Spanish merinos, Leicester, and Southdowns. The clip of wool for the last four years will serve to show how large has been the increase. In 1857, it was 1,000,000 lbs.; in 1858, 1,428,351 lbs.; in 1859, 2,378,250 lbs.; and in 1860, 3,260,000 lbs., of which about two-thirds was medium to fine clothing and combing wool. The wool hitherto has, in almost every case, been sent to market less clean than it ought to be, and consequently the highest price has never exceeded 1*s.* a pound. The imported sheep seem to thrive in all parts of the State, and before many years are over, the whole of the southern country will be covered with cattle and sheep.

At the end of 1859 it was estimated that there were in the mining districts about 6,500 miles of artificial water-courses, built at an expense of nearly 3,000,000*l.* It must not, however, be supposed that this large sum has been paid in cash; but the cash paid, and the equivalent in labour at the wages of the time and place, have been estimated to amount to about that sum. Many of the smaller ditches have been constructed by companies of miners, to connect with the larger ditches, the proprietors of which charge of course for the water diverted from their stream. The charge for water varies from 8*d.* to 1*s.* 6*d.* an inch stream per day.

In gold mining there have been no startling discoveries; but the miners, both surface and quartz, have had every reason to be satisfied with the fruits of their labour. In my last annual report I adverted to the discoveries of silver ore in Utah territory, adjacent to the eastern boundary of this State. The development of that region was retarded in the spring by Indian hostilities. The prompt means taken by the Commander-in-Chief of the United States forces in California, however, soon put a stop to them; but not before many capitalists, who went up with the intention of making investments, had left. To this must be attributed the comparatively small amount of improvements effected; late in the season several quartz mills were erected, and one or two reduction works; the demand for the former has been so great, that from five to ten times as much as the current price for crushing ores is charged by the mill-owners. The whole of the Washoe district is one vast net-work of gold and silver quartz veins: the gold quartz, as far as I can learn, is more than equal in richness to that of California; and the quantity of silver ore, ranging in value from 15*l.* to 50*l.* a ton, is immense. Several small reduction works have been built in this city, and the charge has been from 25*l.* to 30*l.* a ton, which, added to the cost of transit from Washoe, has prevented other than the richest ores being sent down. The richest lead, the Comstock, is owned by several companies, two only of which have taken out much ore. One company estimates the ore outside the mine as worth 20,000*l.* to 30,000*l.*, averaging 60*l.* a ton in value: this Company, the Ophir, has been building large reduction works, about twelve miles from their mine, but they are yet incomplete. In the extreme eastern part of this State there have been discoveries of rich silver ores; and the districts of Esmeralda and Mono may yet prove to be equal in richness to the Washoe country. Stimulated by the success attending "prospecting" for silver, every effort is being made to discover mines, and several have lately been found in different parts of the country; from present indications it is but reasonable to suppose, that the exports of silver from California will soon be very large. The Governor in his annual message has strongly recommended that the Washoe country be annexed to California. I give, herewith, his remarks in reference to it: "The extraordinary developments of the mineral resources of this region have attracted to that portion of Utah territory immediately bordering upon our most populous mining counties many thousands of our citizens. The population of that interesting section, from the best information I can obtain, are anxious to be annexed to California. The great mass of the population of Utah reside in the region of the Great Salt Lake; and they also, as I am informed, are willing to allow this separation to take place. I would therefore recommend before your eastern boundary is finally surveyed, that Congress be memorialized to allow California to extend her eastern boundary to the 118th degree of longitude west from Greenwich. This would embrace the silver region of Utah, add to our material wealth, and bring within the jurisdiction of our own State thousands of citizens whose interests, sympathy, and attachments are purely Californian."

"I have before stated that coal, or rather lignite, existed in the State. I have now to report, that forty miles from this several veins have been discovered, and about 500 tons have been sent into the market; it resembles the brown coal of Devonshire."

The financial condition of the State is satisfactory. The total receipts during the year amounted to 301,740*l.*, and the expenditure to 284,404*l.* The assessed value of real and personal property in the State amounts to 29,600,000*l.*; this is exclusive of the mines, which are not taxed, and consequently not assessed. The debt of the State is 825,200*l.*, for which bonds have been issued, bearing 7 per cent. per annum interest, redeemable in 1877. The cash in the treasury at the end of the year was 128,600*l.*, quite sufficient for the requirements of the State.

In the past year there has been a very marked falling off in our imports from China and the East Indies, as shown by the following returns:—

		1860.	1859.
Sugar	tons	6,336	11,552
Rice..	"	4,900	12,870
Tea	lbs.	1,130,000	1,448,396

Notwithstanding the reduced scale of imports for 1860, compared with 1859, the trade in foreign raw sugars has been throughout the year unprofitable to the importer. The stock at the end of 1859 was immense; it has been decreased nearly 3,000 tons, but it is still too large for remunerative rates to be obtained. The stock of rice at the end of 1859 was about 8,000 tons; but from the comparatively small imports, it has been reduced to about 3,500 tons; the importers have, on the whole season, to be satisfied with the prices realized. The annual consumption is something over 9,000 tons. The market for both green and black teas has ruled low throughout the year; some small parcels have been received from Japan, and the quality is rather approved of. The imports of coffee have been much larger than in 1859. From Rio Janeiro we have received 5,737,000 lbs., from Costa Rica, 1,209,200 lbs., from the Sandwich Islands, 14,656 lbs., from Java, 456,100 lbs., from Manilla, 1,126,730 lbs., and from Panama, 360,160 lbs. The consumption of the year amounted to 6,875,880 lbs. The price has varied from 5½*d.* to 8*d.* per pound.

The returns made up according to the required forms show, as I have before remarked, but very imperfectly the trade of California, the tonnage arriving from the eastern States equalling that from foreign ports. I give below the arrivals and departures for the year from and to the different parts of the world:—

	Arrived.	Departed.
	Tons.	Tons.
Atlantic Ports of the Union ..	129,950	27,467
Great Britain	8,765	21,125
Vancouver's Island	42,214	66,490
Cape of Good Hope	..	1,466
Australia	8,735	19,229
China	23,577	21,536
East Indies	6,453	6,752
Europe	12,625	..
South America	4,383	68,698
Mexico	10,174	25,173
Islands of the Pacific ..	9,696	10,810
Whaling Voyages	3,309	2,967

The following exhibits the destination and value of our exports during the year (exclusive of specie, bullion, and silver ore):—

	£		£
New York	386,700	Russian Possessions .	8,500
Great Britain ..	189,180	Chili	42,500
Australia	174,940	Society Islands ..	11,200
Vancouver's Island .	315,960	Manilla	34,300
Mexico	193,630	Cape of Good Hope	6,800
Peru	26,062	New Grenada ..	42,500
China	24,6601	Central America ..	26,000
Sandwich Islands ..	37,720	Other Countries ..	80,000
Japan	4,920		

The value of the different articles of Californian produce exported during the year is as follows:—

	£		£
Barley	30,440	Lime	200
Beans	560	Timber	18,920
Bones	300	Mustard Seed ..	220
Bran	450	Potatoes	5,600
Bread	5,620	Quicksilver ..	70,120
Fish	9,650	Skins	5,920
Flour	139,950	Silver Ore ..	83,320
Furs	3,000	Tallow	11,230
Glue	650	Wheat	270,850
Hay	2,400	Wine	6,000
Hides	120,200	Wool	78,500
Horns	550	Sundries	4,200
Leather	9,400		

Including our exports of treasure, the entire exports of the production of the State during 1860 may be classified as follows:—

	£
From Mines	8,618,620
Agriculture	571,730
Herds	219,605
Forest	18,820
Sea	9,650
Manufactures	10,400

The mining population amounts to over 100,000 people, who make on an average 7*s.* to. 8*s.* a day.

The value of merchandize passing through British hands may be estimated at about 2,000,000*l.*

By sea we have a gain in our population, in the year, of about 16,000 people.

In 1852, by census our population was 224,500, nearly all adults. At the end of 1859 it was estimated to amount to 450,000; but by the census taken last year, the returns of which are not yet quite perfect, it does not appear to much exceed 400,000.

The following are the present rates of wages in the country:—

Miners—6*s.* to 14*s.* a-day.
Blacksmiths—14*s.* to 16*s.* a-day.
Boilermakers—16*s.* to 20*s.* a-day.
Carpenters—16*s.* to 20*s.* a-day.
Engineers—16*s.* to 25*s.* a-day.
Stevedores—12*s.* to 14*s.* a-day.
Coopers—12*s.* a-day.
Stonemasons—16*s.* to 18*s.* a-day.
Sailmakers—18*s.* to 20*s.* a-day.
Labourers—6*s.* to 8*s.* a-day.
Teamsters—£10 to £12 a-month.
Porters—£10 to £13 a-month
Farm Labourers—£4 to £5 a-month with board.
Domestic Servants—£5 to £10 ditto.
Seamen's Wages—£4 to £5 a-month.

CHICAGO.

Report by Mr. Wilkins, British Consul at Chicago, on the Trade of that City during the year 1859.

The city of Chicago, and the region tributary to the ports of Lake Michigan, have during the year 1859 continued to suffer from the effects of the overtrading and undue speculation which marked the several years immediately previous to the panic of 1857.

This depression was further enhanced by the partial failure of the wheat crop of 1858. I send a Table shewing the exports of the various kinds of cereals during last year to the various points of distribution, from the ports of Chicago and Milwaukie.

As there are no means of ascertaining the quantity of merchandize consumed in the Western States, to be paid for by them, no estimate can be made as to how much of the produce of the west was applied to the liquidation of old debts to the Eastern States.

The Reciprocity Treaty between Great Britain and the United States, dated June 4th, 1854, and which came into operation, so far as the intercourse between the province of Canada and the United States was concerned, in the spring of 1855, has now been in force half of the term for which it is binding before either contracting party can give notice of its discontinuance.

It seems that in the State of New York dissatisfaction exists as regards the workings of this treaty, and a commissioner was appointed by the United States Government to report on the subject. No report has yet been made public.

On the other hand much surprise and embarrassment has been caused to those engaged in the trade which has sprung up under the treaty between the Western States of the Union and the British provinces; arising as well from various constructions of the treaty by the United States Government, as from the want of a proper appreciation by the commercial public and subordinate officials, British and American, of the laws and regulations bearing on international commerce.

Besides this, strong sectional jealousies exist, which prevent an unbiassed discussion.

Therefore, even supposing that a report from a commissioner in New York State should indicate a disapproval, I have no doubt that the grain-producing Western States would only favour a discontinuance of the existing relations on the understanding that fresh negotiations should be entered upon for the extension of the freedom in commercial intercourse with the British provinces.

When the negotiations on which the present treaty was based were in progress, the resources of the Western States were undeveloped, and as far as I have been able to ascertain, this international compact was entered into almost exclusively with reference to the interests of the province, and the Eastern Border States, without regard to the future of the west.

Since the date of those negotiations, seven or eight years since, the export of cereals from the port of Chicago alone, has increased from 5,000,000 to 20,000,000 bushels.

In the event of a desire being expressed on the part of the United States Government to reconsider the conditions of the present treaty, it might be well to keep in view the following reasons for doing so at the present time.

Firstly. A new element of negotiation favourable to British interests now exists, from the expiration of the Hudson Bay Company's charter, which leaves the commercial relations between the United States and the Red River Settlement unadjusted.

Secondly. The enlargement of the Welland Canal and the various canals on the St. Lawrence River, would, in my opinion, be a valuable condition, on a re-adjustment of the international commercial relations between the British provinces and the United States.

The effect which these improvements would have on the commerce of the inland lakes would be highly beneficial to the Western States of the Union.

When, 16 years ago, the Welland Canal was opened for traffic, the largest vessel west of Niagara falls was not more than 150 tons burden, and there were not more than 200 vessels on all the lakes. Now there are upwards of 1,600, and the largest sailing vessel is 765 tons, American measurement, and exactly twice the size of the largest vessel which can pass through the Welland Canal, the only outlet from the upper lakes to the ocean.

I understand that the provincial government have under consideration the enlargement of all the canals.

At present the architecture of the commercial marine on these inland lakes is prejudicially influenced by the limited capacity of the various canals.

Those vessels engaged in the trade with Europe are obliged to sacrifice many qualities which enhance their powers of navigation in the ocean, the safety of their cargoes, and the marketable value of the vessels themselves in the ocean ports of the world.

Even in the trade between Chicago and Oswego, the want of capacity of the Welland Canal imposes burdens on the vessels therein engaged, which are not felt by the larger class plying between Chicago and Buffalo.

For instance, in order that a vessel may rank A 1, the lake board of underwriters require that there shall be 1¼-inch to the foot "dead rise," the more "dead rise" the less carrying capacity through the canal. Hence, as I am informed, in vessels built for the trade, passing through the canal less "dead rise" is considered preferable, even though it entails a higher rate of insurance, a tax to which the larger vessels are not liable.

The vessels in the Buffalo trade average from 15 to 20 inches "dead rise," whilst the canal vessels have from 6 to 10 inches, and some not over 4.

During the past season the insurance companies took pains to observe the difference in the safety with which these two classes of vessels carried their cargoes, and the result was that crafts of "canal architecture," in every gale, damaged more or less of their grain, whilst the other vessels constructed on the true principles of shipbuilding were nearly free from this evil.

The amount of grain thus damaged, scarcely ever amounts to a claim on the insurer, and, therefore, constitutes another tax arising from the evils of the build. Added to this, the canal vessels being smaller, are worked in a more expensive ratio than the large ones.

It seems to me that a sufficient enlargement of the Welland and deepening of the St. Lawrence canals, would produce two results on the traffic from the west, through the St. Lawrence to the ocean, which can be reached in no other way.

Firstly. By rendering possible the establishment of a profitable direct trade to Europe, in a class of vessel suited to ocean navigation, and constructed in accordance with the accepted rules of marine architecture.

Secondly. By affording free scope to the development of the ship-building resources here, well known to exist on the shores of the Western lakes, and which, I believe, are not yet appreciated.

I think it may be safely assumed, that so long as the principles of the Reciprocity Treaty are recognized between the United States and the Provinces of British North America, a great portion of the produce of Upper Canada will find markets on the American side of Lakes Erie and Ontario, and that the equivalent for the diversion of this carrying trade from the St. Lawrence must be supplied from the Western States.

It would be impossible to predicate to what extent these results would be attained, but from indications appreciated by those who have witnessed the vast progress of the United States within the last quarter of a century, a confident opinion prevails here, that if facilities were given for taking a large class of vessel without cost to the hull, with cargoes of grain, staves, or timber, to the European markets, a large amount of capital and enterprise would be called into action, which could only find an outlet through the St. Lawrence.

In addition to this, by lessening insurance on the hull and cargo, and expense of working the vessel, by diminishing chances of damage of small portions of cargo, and permitting the vessel to be engaged in a winter trade on the ocean, a reduction in the average rates of freight from the west to the sea-board might be expected.

The cheapening of freight to the Canadian sea-board would become every year more important to the Canadian ports, as the same object is attained to New York by the enlargement of the Erie Canal.

I have not yet obtained any information from which to form a fixed opinion of the extent to which the canal should be enlarged.

The emigration to the gold-diggings, 1,000 miles west of Chicago, on the range of mountains in which the waters flowing eastward to the Gulf of Mexico, and westward to the Pacific, both rise, is much larger this spring than previously. Parties are organized, taking with them quartz-crushing machines and outfits, at a cost of 1000*l.* to 4,000*l.* sterling.

The last news from Denver City, the chief settlement, is that from 20 to 30 waggons are arriving daily.

STATEMENT, giving a correct Exhibit of the entire movement of Flour and Grain at Chicago, U.S., in 1859.

Received.	Flour.	Wheat.	Corn.	Oats.	Rye.	Barley.
	barrels.	bushels.	bushels.	bushels.	bushels.	bushels.
By Lake	5,456	2,638	5,146	9,472	..	25,198
Illinois and Michigan Canal	45,779	453,059	1,949,187	405,297	16,331	26,068
Galena and Chicago Union Railroad ..	133,541	2,886,047	800,497	414,643	93,364	181,559
Chicago and Rock Island Railroad ..	163,988	856,991	260,064	35,823	54,705	177,376
Illinois Central Railroad	79,277	1,434,458	819,115	137,670	12,854	76,565
Chicago, Burlington, and Quebec Railroad..	135,237	1,398,358	1,359,276	165,138	34,432	81,848
Chicago and North Western Railroad ..	45,268	466,519	30,036	157,154	11,756	27,827
Chicago, Alton, and St. Louis Railroad ..	84,787	384,295	147,010	12,400	6,626	12,470
Chicago and Milwaukie Railroad	786	1,554	62	10,680	..	42,535
Michigan, S. and N. Indiana Railroad ..	10,659	22,364	20,350	3,468	1,336	400
Michigan Central Railroad	15,978	7,494	1,290	3,403	..	417
Pittsburg, Fort William, and Chicago Railroad	5,565	46,989	9,837	2,548	60	433
Total	726,321	7,960,766	5,401,870	1,357,696	231,514	652,696
By Teams (estimated)	..	100,000	..	400,000	..	..
Flour manufactured in Chicago ..	161,500	..	..	..	..	..
In Store, January 1st, 1859	6,723	274,620	5,953	100,362	763	70,751
Grand Total	894,544	8,335,386	5,407,823	1,858,058	232,277	723,447

Forwarded.	Flour.	Wheat.	Corn.	Oats.	Rye.	Barley.
	barrels.	bushels.	bushels.	bushels.	bushels.	bushels.
By Lake to Buffalo	204,774	3,687,335	2,597,334	801,968	108,416	259,783
Oswego	784	1,929,912	703,523	53,685	..	43,251
Ogdensburgh	56,587	295,069	309,937	56,766	..	..
Milwaukie	..	10,300	..	..	2,523	..
Detroit	..	..	10,800	..	..	..
Rochester	..	..	6,000	..	..	..
Cleveland	100	111,408	24,058	..	1,265	33,000
Other United States' Ports ..	11,419	31,041	50,832	69,177	1,203	721
Collingwood	81,397	90,715	114,177	6,324	..	..
Montreal	6,858	67,519	27,889	..	..	..
Kingston	2,255	93,194	25,074	..	..	..
St. Catharine's	50	49,064	15,055	..	..	..
Port Colborne	..	318,493	34,000	1,666	..	43,606
Thorold	..	27,708	..	..	..	..
Toronto	..	..	16,966	..	..	..
Wellington Square	..	13,835	..	..	..	..
Cape Vincent	..	19,000	4,384	..	..	..
Port Sarnia..	1,085	1,202	10,336	..	..	..
Prescott	..	1,900	16,773	..	..	..
Gravely Bay	..	17,000	..	..	..	..
Windsor	..	..	714	..	..	..
By Illinois and Michigan Canal	54	35,088	..	7,830	..	..
Michigan Southern Railroad	126,987	39,396	89,922	30,757	14,160	24,922
Michigan Central Railroad	65,911	127,528	239,466	100,910	..	2,868
Pittsburg, Fort William, and Chicago Railroad	113,625	134,583	26,845	2,251	6,274	65,250
Chicago and Rock Island Railroad ..	1,959	12,963	..	..	50	7,862
Illinois Central Railroad	6,453	14,490	4,467	36,986	40	2,426
Chicago, Burlington, and Quebec Railroad	594	9,187	1,321	1,161	..	1,011
Chicago, Alton, and St. Louis Railroad ..	1,430	524	..	12,117	..	..
Chicago and Milwaukie Railroad.. ..	4,029	28,244	19,487	4,105	473	1,518
Total transported	686,351	7,166,698	4,349,360	1,185,703	134,404	486,218
Floured by City Mills..	..	807,500	..	..	..	..
City consumption and unaccounted for	191,840	..	..	634,178	..	..
Used by Distillers, City Brewers, and unaccounted for	..	127,536	1,037,878	..	95,979	218,604
In Store, January 1st, 1860	16,353	233,652	20,585	38,177	1,894	18,625
Grand Total	894,514	8,335,386	5,407,823	1,858,058	232,277	723,447

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Barrels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels
To Buffalo	157,110	2,650,517	26,039	258,412	41,102	10,397
Oswego	..	1,320,440	11,382	14,349	12,075	
Cape Vincent	..	..	3,000	..	..	
Ogdensburgh	33,892	182,232	..	..	..	
Cleveland	..	123,300	..	..	..	
Chicago	..	..	..	15,463	..	
Dunkirk	..	20,300	..	..	..	
Canada	54,535	341,707	..	7,549	..	
Other Ports	7,775	63,743	813	2,960	809	
By Detroit and Milwaukie Railway ..	28,775	10,418	4,838	10,663	8,650	
Milwaukie and Chicago Railway ..	869	20,300				
Total	282,956	4,732,957	46,072	309,396	62,636	10,397

GALVESTON.

Annual Report by Mr. Lynn, British Consul at Galveston, of the Trade and Navigation of that Port for the year 1859.

Amount of foreign imports during the years—

	£
1855	12,988
1856	44,230
1857	33,542
1858	30,123
1859	94,584
Total	£215,467

The following is the amount of foreign exports during the years—

	£
1855	153,820
1856	306,732
1857	400,746
1858	528,525
1859	1,821,636
Total	£3,211,459

The amount of all exports during the following years was—

	£
1855	683,269
1856	897,441
1857	873,244
1858	1,844,874
1859	2,166,600
Total	£5,965,428

The exports during the year 1859 include the following articles:—Cotton, 147,361 bales; hides, 52,382; horned cattle, 4,494; sugar, 4,023 hhds.; molasses, 6,083 barrels; wools, 1,300 bales; tallow, 156 barrels; peltries, 194 bales; wheat, 323 sacks; pecan nuts, 1,792 bags; tobacco, 121 cases; cotton seed, 1,591 tons.

The following is a statement of the number of bales of cotton received at all the ports within the consular district, during the following years, ending August 31:

	Bales.
1855	80,737
1856	116,078
1857	89,543
1858	145,286
1859	192,062
Total	623,706

Subjoined is a statement of the amount of tonnage engaged in the foreign trade during the years 1855–9, inclusive.

	Entered.	Cleared.
	Tons.	Tons.
1855	6,890	8,693
1856	10,951	13,867
1857	6,736	14,247
1858	13,880	17,029
1859	26,745	42,866
Total . ..	65,202	96,702

MAINE AND NEW HAMPSHIRE.

Report by Mr. Grignon, late British Consul at Portland, on the Trade, &c., of Maine and New Hampshire, during the year 1859.

At the Port of Portland, the entries and clearances of British vessels have been as follows:—

Entered.

Steamers.	Ships.	Brigs.	Schooners.	Tons.	Crews.	Invoice Value of Cargoes.
17	11	43	226	52,031	2,938	£723,000

With cargoes consisting of general merchandize, 13; sugar and molasses, 8; fish and oil, 28; coal, 61; salt, 2; gypsum, 113; miscellaneous and mixed, 65.

Cleared.

Steamers.	Ships.	Brigs.	Schooners.	Tons.	Crews.	Invoice Value of Cargoes.
18	9	41	224	50,747	2,907	£164,147

Taking of general merchandize, 76 cargoes; flour and grain, 28; mixed, 11. Cleared in ballast, 177. The following Table will shew the movement of British trade at Portland during the years from 1855 to 1859, inclusive:

	ENTERED.			CLEARED.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1855	223	21,280	123,813	219	20,486	23,343
1856	216	22,046	121,984	216	22,097	65,843
1857	224	39,856	600,494	222	39,437	141,443
1858	192	23,326	725,948	193	23,196	78,404
1859	297	52,031	723,000	292	50,747	164,147

The total amount of British and foreign trade at this port during the year 1859, will be found in the following Table:—

Nationality.	ENTERED.				CLEARED.			
	Vessels.	Tons.	Crew.	Invoice Value of Cargoes.	Vessels.	Tons.	Tons.	Invoice Value of Cargoes.
				£				£
British	297	52,031	2,938	723,000	292	50,747	2,907	164,147
American	250	54,525	1,928	270,000	332	113,950	2,572	183,000
Portuguese	1	222	9	..	1	222	9	215
Total	548	106,778	4,875	993,000	625	164,919	5,488	347,362

The total amount of British and foreign trade at this port, during the five years from 1855 to 1859, inclusive, has been as follows:—

	ENTERED.			CLEARED.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1855	360	56,037	300,148	507	88,890	132,286
1856	379	60,062	392,248	493	90,380	380,193
1857	359	73,980	834,094	522	119,405	451,943
1858	423	77,164	971,138	566	115,638	298,390
1859	548	106,778	993,000	625	164,919	347,362

Notwithstanding the depression which has marked the course of trade throughout the State of Maine generally during the year 1859, the imports and exports at the port of Portland show a slight increase over those of the preceding year. This is to be attributed to the facilities given to France by the completion of the Grand Trunk Railroad of Canada, the Atlantic terminus of which line is situated at this place. The steamships of the Montreal Ocean Steam Navigation Company continue to bring large quantities of general merchandize to this port for transhipment to Canada during the winter months; and this forms the principal item in the total amount of imports in British vessels at this port. No alteration has taken place in the nature of either imports or exports as reported in former years. The former consist of gypsum, potatoes, firewood, coal, ship-knees, and timber for shipbuilding, from New Brunswick and Nova Scotia; of flour, butter, hay, and articles of agricultural produce from Canada; of sugar and molasses from the West Indies; and of salt, coal, hardware, and iron from Great Britain. The exports consist of flour, grain, ashes, butter, and deals, from Canada; and of timber, box, and hogshead shoots, ice, corn, hay, furniture, and lumber to the British provinces of Nova Scotia and New Brunswick, and to the British and Spanish West Indies. Cotton from the State of Tennessee has also been brought into this state, over the Grand Trunk Railroad, for consumption in the manufacturing towns in this neighbourhood. It is believed that that article can be carried and delivered by the above named railway, at a lower price than has hitherto been paid for its transfer by sea from the southern ports, and should experience prove this to be the case, it is not unlikely that large quantities will, at no distant period, be shipped from this port for the European market. It is worthy of remark that, with the exception of a distance of 28 miles, complete railway communication is now in existence, *viâ* Canada, between Portland and New Orleans, 96 hours only being required to make the journey. During the past year, 276,000 barrels of flour, and 215,000 bushels of corn have been received at this port from all quarters. The quantity of sugar and molasses imported into this port during the year 1859, is as follows:—

	Quantity.	Value.
		£
Sugar .. .. lbs.	12,141,400	180,288
Molasses .. .. galls.	11,964,300	353,321

The following is a statement of British and foreign trade at the principal ports within the Consulate of Maine and New Hampshire during the year 1859:—

	ENTERED.				CLEARED.			
	Vessels.	Tons.	Crews.	Value of Cargoes.	Vessels.	Tons.	Crews.	Value of Cargoes.
EASTPORT—				£				£
British	151	11,751	667	9,374	151	11,751	667	4,335
American	142	59,043	1,883	58,500	241	76,875	2,425	201,500
Total	293	70,794	2,500	67,874	392	88,626	3,092	205,835
PORTSMOUTH—								
British	58	5,391	298	3,353	58	5,391	298	661
American	5	1,315	41	2,176	2	352	13	..
Total	63	6,706	339	5,529	60	5,743	311	661
BATH—								
British	30	2,373	136	1,775	30	2,373	136	727
American	6	2,381	75	1,000	25	6,973	215	10,000
Total	36	4,754	211	2,775	55	9,346	351	10,727

The average market prices of the several articles of import and export at the port during the past year have been as follows:—

		£	s.	d.
Ashes, Pearl	per 112 lbs.	1	13	6
,, Pot	,,	1	11	0
Bread, Pilot	.. per lb.	0	0	3
,, Navy	,,	0	0	2
Coal, Cumberland ..	per ton of 2,000 lbs.	1	10	0
,, Anthracite ..	,,	1	7	10
,, Sydney	,,	1	3	9
,, Pictou	,,	1	0	8
Candles, Tallow	.. per lb.	0	0	7
,, Sperm	,,	0	1	6
Coffee, Java	,,	0	0	8½
,, St. Domingo	,,	0	0	5
Cordage, Manilla	,,	0	0	6½
,, American	,,	0	0	5

		£	s.	d.
Fish, Cod	per 100 lbs.	0	11	10
,, Polloch	,,	0	9	7
,, Mackerel	,,	2	4	4
Iron, English	.. per lb.	0	0	1¾
,, Swedish Bar	,,	0	0	2¾
,, Norway	,,	0	0	2¼
Lard	,,	0	0	6½
Lumber, Canada	per mille feet	2	17	9
,, Shingles	,,	0	12	6
,, Hogshead Shooks	each	0	6	0
,, Box ditto	,,	0	2	0
Molasses	per gallon	0	1	2½
Naval Stores, Tar	per barrel	0	12	1
,, Pitch	,,	0	10	7
Oil, Sperm	per gallon	0	6	3
,, Whale, refined	,,	0	3	0
,, Lard	,,	0	4	4

		£	s.	d.
Plaster of Paris	.. per ton	0	7	6
Provisions, Beef	per 200 lbs.	2	15	9
„ Pork	„	3	16	6
Salt, Turk's Island	per hhd.	0	7	3
„ Trapani..	„	0	8	0
„ Liverpool.	„	0	6	9
Sugar, Havana	.. per lb.	0	0	4
„ Crushed	„	0	0	5
Tea, young Hyson	„	0	2	8
„ Souchong	„	0	1	5½
Tobacco, manufactured, No. 1 ..	„	0	1	1
„ „ No. 2 ..	„	0	0	10

The average rate of exchange during the past year has been 9 per cent. premium in favour of England.

MARYLAND.

Report by Mr. Ovenden, Her Majesty's Consul for the State of Maryland and District of Columbia, on the Trade of Baltimore, during the year 1859.

COMMERCE in Baltimore during the past year has been in a healthy state, and has displayed considerable activity in all its branches.

In grain the aggregate receipts are some 8,000,000 bushels, being about the same quantity as in 1858. Higher rates, however, have prevailed for both wheat and Indian corn, on an average 15 cents to 20 cents a bushel above the prices of 1858. In wheat there has been an increased supply, owing to the large crop last season; there have been offered—

	Bushels.
On the Corn and Flour Exchange ..	2,664,000
Elsewhere (about)	500,000
Total	3,164,000

Of which 2,387,380 bushels have been taken by city millers, and the remainder has been shipped. In Indian corn there have been offered—

	Bushels.
On the Corn and Flour Exchange ..	3,290,200
Elsewhere (about)	400,000
Total	3,690,900

Of which 544,000 bushels have been taken by distillers, and 690,000 bushels for city consumption; the remainder has been shipped. In oats the receipts are rather less than in 1858; for the first six months the prices ranged high, but since July they have barely averaged those of the former year. In rye, the receipts in 1859 amounted to 140,000 bushels, which exceeded the receipts of 1858 by 30,000 bushels; prices on an average have remained about the same.

The course of trade in flour has been rather singular. In the spring months flour which had been shipped to Liverpool was brought back, and sold at a profit on this side of the Atlantic. The receipts in the spring and summer months were very limited, although the price of super had advanced in Baltimore to $7 50 cents per barrel. The quotations of breadstuffs, however, in the English circulars ruled too low to encourage any speculative movement, and the supply of extra flour during the last six months of the year has been more than adequate to the foreign demand; consequently, the price of super declined from $5 25 cents to $5 75 cents per barrel. The total receipts of flour in Baltimore during the year 1859 amounted to 1,246,762 barrels.

The provision market has been active; and the exports to foreign ports in 1858 and 1859 are as follows:—

		1859.	1858.
Beef ..	.. tierces	968	100
„ ..	.. barrels	3,836	2,998
Pork ..	.. tierces	80	..
„ ..	.. barrels	15,370	18,264
Bacon ..	.. lbs.	728,063	669,782

The receipts of provisions in Baltimore in 1859 were as follows:—

	lbs.
Pork and Bacon	60,421,841
Lard and Butter	8,373,302
Hogs	28,528,100

The estimated average weight of the hogs was 200 lbs., or 20 lbs. less than last season.

The imports of molasses amounted to 2,059,520 gallons, against 1,693,635 gallons in 1858. All of this, with the exception of 40,000 gallons, came from the West Indies.

The receipts of all articles coming under the head of naval stores show a small increase over those of 1858, and prices have been well sustained.

The imports of coffee have been as follows:—

	Bags.
1859	245,665
1858	242,765

Of this, in 1859, 230,000 bags came from Rio de Janeiro; and in 1858, 188,089 bags. In the early part of the year, with light imports and a brisk demand, prices were satisfactory; but later, under a high advance in the cost at Brazil and enlarged receipts, although prices continued fair, sales resulted in a loss to importers. The stock on hand in this market amounted on the 31st December, 1859, to 18,000 bags of Rio coffee, and 1,000 bags of other descriptions.

The amount of cotton received in Baltimore during the year 1859 amounted to 42,187 bales, all of which, except a few hundred sent to the Mediterranean, has been taken by manufacturers in the state of Maryland. The receipts in 1858 amounted to 36,875. The tobacco crop in Maryland shows very little difference in quantity from that of the previous year, and is estimated at about 45,000 hhds.: the quality is good. On the 1st of January, 1859, the stock of all kinds of tobacco in warehouse in Baltimore and on shipboard not cleared amounted to 8,357 hhds., and the total inspections for 1859 amounted to 62,801 hhds. of all descriptions of tobacco, making an aggregate of 71,155 hhds., of which there were exported 55,974 hhds. The entire tobacco crop of the United States for the year 1859 amounted to 225,000 hhds., against 210,000 hhds. in 1858.

In hides, the receipts from all sources have been 270,039 against 221,421 in 1858. The market has been firm, and prices averaged about the same as in 1858.

As to timber, the trade in yellow pine has considerably exceeded that of former years, the total receipts of 1859 were 12,000,000 feet, against 9,200,000 feet in 1858. The receipts of cypress shingles amounted to from 25,000,000 to 28,000,000, or some 3,000,000 above those of last year. In white pine the business has been small, and the receipts less than in 1858.

The iron trade has been depressed. The cost of production having exceeded the current rates during a great part of the year, there has been no special variation in prices.

In copper, the smelting works have been in full operation, producing about 10,000,000 ingots, all of which have found a ready market here. Prices have ranged from 21 cents to 23 cents per lb.

The aggregate amount of the tonnage of vessels registered at Baltimore is 201,540 tons; of this amount only 20,000 tons are employed in steam navigation. During the past year there were 38 vessels built, and in measurement the aggregate varies but a few tons compared with the previous year.

During the spring months, owing to the unsettled state of Europe, the carrying trade favoured American bottoms, and considerable shipments were made from this port at advanced rates, 20*s.* to 25*s.* freights being paid to the different European ports. In July, the rates had declined from 18*s.* to 22*s.*; but towards the end of the year vessels were scarce, and an improvement in freight took place.

The following is a Table of the entries of vessels during the year 1859 compared with 1858:—

	1859.	1858.
American	2,147	2,183
British	182	160
Bremen	28	31
Prussian	6	5
Oldenburgh	2	2
Sicilian	2	1
Austrian	2	..
French	1	..
Other Nations	3	6
Total	2,373	2,388

On the whole I consider trade in Baltimore to be in a prosperous and healthy condition; and since the outbreak at Harper's Ferry, a stern and uncompromising system of non-intercourse in trade has been declared by the Southern States against the Northern. If there be any practical meaning in these declarations, the results must soon be manifested in a large increase to the trade of Baltimore, whose claims, independent of such considerations, should, I think, secure her a larger share of Southern trade than she at present enjoys.

NEW ORLEANS.

Report by Mr. Mure, British Consul at New Orleans, on the Trade of that Port during the years 1858-59.

THE receipts of cotton during the commercial year ending August 31st, 1858, amounted to 1,672,814 bales, against 1,572,409 bales received the previous year, shewing an increase of 100,405 bales.

The exports to—

	Bales.
Great Britain	994,696
France	256,447
North of Europe	182,475
South of Europe, Mexico, &c. ..	146,963
Coastwise Ports	196,590
Total	1,777,171

This summary shows a decrease in the exports upon the previous year, to—

	Bales.
Great Britain	22,020
France	19,851
North of Europe	66,171
South of Europe, Mexico, &c. ..	21,509
Coastwise Ports	31,953

The total crop of the United States amounted to 3,851,000 bales.

This crop, with stock on hand on the 1st September, 1858, viz., 102,926 bales, was distributed in the following manner, viz.:—

	Bales.
To Great Britain	2,020,000
France	451,000
North of Europe	330,000
Other foreign Ports ..	222,000
United States consumption, North Virginia	760,000

The increase in the whole crop, as compared with 1857–8, is 737,519 bales.

The estimated value of the cotton received at this port was 92,038,000 cents.

The commercial year opened with a very flattering prospect for the cotton trade, and to some extent, these expectations have been realized. The country having recovered from the severe commercial panic of the previous year, the prevalence of peace in Europe, the good demand existing for British fabrics, and the fine weather for the picking, gave promise of a good crop and profitable business. The year opened with a quotation for middling, of $11\frac{3}{4}$ to 12 cents., and this quotation was maintained, with slight fluctuations, during the year. The average price of middling for the season. The prices for the middling and better grades were still maintained during the year. Unfavourable European advices, however, and the apprehension of war in Italy, and the immense accumulation of stock here, a large proportion of which consisted of low, dusty, and almost unmerchantable cotton, caused prices for the lower grades to decline considerably in February and March. In the months of May and June, prices of the middling grades fell about 1 cent per lb., when intelligence reached this country that Austria had commenced hostilities, by marching an army into Piedmont. By the close of the season they had recovered materially, and in August, middling was again quoted $11\frac{1}{2}$ to $11\frac{3}{4}$ cents, this advance being principally produced by the unexpected news of peace.

During the past year the lands bordering on the Mississippi River have been almost exempt from the inundations, which caused such serious damage the previous year, and diminished the crop, tributary to this port, at least 150,000 bales to 200,000 bales.

As I remarked in my last report, the prospects of the new crop were on the whole encouraging, and the result has sustained these representations.

The total crop of 1858–59 was 362,000 hhds against 280,000 last year, being larger than any since 1853–54, when the crop reached 450,000 hhds., and showing an increase over last year of 82,000 hhds.

The distribution of the crop has been as follows, viz.:—

	Hhds.
Coastwise	106,957
Western States	187,339
Local Consumption	30,000
Taken for refining purposes ..	10,000
Taken to fill up Hogsheads ..	20,000
Stock on Hand	10,000

The increase in the quantity shipped to the Atlantic ports over last year is 19,485 hhds.

The imports of sugar into this port from the West Indies amounted to 629 hhds. and 10,568 boxes and barrels, against 1,102 hhds. and 16,864 boxes and barrels in 1857–58.

The imports from Brazil have 454 boxes and bags, against 30 in 1857–58.

The imports of molasses from the West Indies have been 1,681 hhds. and 882 barrels, against 2,528 hhds. and 4,128 barrels in 1857–58.

The opening prices in November for fair to fully fair was $5\frac{1}{4}$ to $5\frac{3}{4}$ cents per pound. Prices materially improved, however, in January and February, reaching $6\frac{5}{8}$ to 7 cents in the latter month, but from this point, with some fluctuations, there was a gradual decline, and some improvement in June and July, which closed in August at 6 to $6\frac{1}{2}$ cents.

The prospect for the coming crop appears much less flattering than at the same time last year. The spring was very rainy, and with some damage by overflow, followed by long drought in July, August, and September; it is estimated that the next crop will fall considerably short of the previous one.

The total receipts of tobacco during the past year amounted to 75,925 hhds., against 87,141 hhds. in 1857–8. This quantity, with the stock on hand at the end of the season of 1857–58, amounting to 28,000 hhds., gives a total supply of 103,925 hhds., which has been disposed of as follows, viz.:—

	Hhds.
To Great Britain	20,144
France	9,876
North of Europe	23,599
South of Europe, Mexico, &c. ..	19,910
Coastwise	61,445

Leaving a stock on hand of about 23,400 hhds.

The exports amounted to 79,974 hhds., against 72,215 hhds. last year.

The exports show an increase over last year of—

	Hhds.
Great Britain	6,500
North of Europe	17,300

And a decrease:—

	Hhds.
France	6,300
South of Europe, &c.	6,000
Coastwise Ports	3,500

The season opened with much more moderate prices than in the previous year. Fair leaf being worth $7\frac{1}{2}$ to 8 cents. In December, increased receipts and an advance in the rates of freight caused a decline of fully $\frac{3}{4}$ to 1 cent per lb. In March, however, with reduced freights and more favourable exchanges, prices recovered themselves somewhat, and fair leaf was quoted 6½ to 7 cents. The season closed at the following quotations, viz. :—

Inferior to Common	5	to 5¾	cents.
Fair	6	to 6½	„
Fine	7¼	to 8¼	„

The crop, as received at this port, has presented a low average quality, and this has principally caused the falling off in price, as compared with last year.

Advices relative to the new crop are generally of an unfavourable character, and it is considered that the yield will fall short of that of the previous year.

The receipts of flour have been 1,084,798 barrels, against 1,538,742 barrels in 1857–58.

The total exports have been 605,500 barrels, of which Great Britain took 6,500, against 268,428 last year. The exportation to other foreign countries has been 108,000 barrels, leaving 491,000 barrels for local consumption and coastwise.

The large falling off in the receipts of this article has caused a much higher average of prices than prevailed last year. The season opened at $6 25 cents per barrel for superfine Ohio, and closed at $500. The highest price of the season was $7 62½ cents, which was realized in May. The average price for the season was $6.

The receipts of Indian corn have been 1,519,000 bushels, against 2,583,000 bushels the previous year. Of this quality Great Britain has only taken 2,000 bushels, against 797,748 bushels in 1857–58.

The extreme range of prices has been from 55 cents to $1 25 cents a bushel. The highest point was attained in June, and the average price for the season was $1.

The receipts of wheat have been only 59,170 bushels, against 802,550 bushels the previous year. The exports of wheat from all the ports of the United States to Great Britain during the last year have been 456,427 bushels, against 6,658,639 bushels in 1857–8. Of this amount there were exported from this port 13,408 bushels.

The very limited receipts have caused prices to be well maintained. The quotations have ranged from 70 cents to $1 40 cents, the latter price having been obtained in June. The average price of the season being $1 12½ cents.

The receipts of beef have been 54,554 tierces and barrels, against 32,762 tierces and barrels last year; and the exports have been 21,813 barrels and tierces; of which Great Britain has taken 4,900 barrels.

The average price for prime mess has been $13 per barrel, and $20 per tierce.

The receipts of pork have been 266,580 barrels and 2,828 hhds., against 278,480 barrels and 4,330 hhds. n 1857–58. The exports to Great Britain have been 642 barrels against 446 last year.

The opening price of the season for mess pork was $18 per barrel, and closed at $14 75 cents. The average price of the season has been $17 per barrel.

The receipts of lard have been 78,564 barrels, and 63,592 kegs, against 112,970 barrels and 93,240 kegs ast year. The total exports, equivalent to kegs, have been 499,315, of which Great Britain has taken 63,199.

Prices have fluctuated during the season, the highest point reached was 13½ cents, and the lowest 9 cents.

The imports of coffee amount to—

	Bags.
From Rio Janeiro	405,093
From Cuba	3,303
Received Coastwise	1,200
Estimated Stock on Land, Sept. 1st	29,000
Total Supply	438,596

Making a supply of 438,596 bags, against a supply last year of 424,549 bags.

Although the supply this year has been in excess of last year, prices have ruled higher, the average price ast year being 9⅞ cents, and this year a little over 10⅞ cents per lb.

As was the case last year, the rates of freight have not been remunerative to shipowners. Although the crop of cotton has been large, still the amply supply of tonnage, and the unusually limited exports of breadstuffs and provisions have tended to lower the range of freights. The range for cotton has been from 1*s.* 4*d.* to 5*s.* 8*d*, the lowest point being attained in March, April, and May, and the highest in November and December.

The total number of arrivals during the year has been 1,998, of which 764 were ships, 345 barks, 300 steam-ships, the rest being brigs and schooners. The number of steamboats in the river trade, which arrived during the year was 3,259.

Unlike the previous year, the exchange market has exhibited an unusual degree of firmness and regularity, and has been generally well supplied with foreign exchange. The lowest rates on London, during the season, was 7⅜ per cent. premium, and from that date a gradual advance took place until the end of the season, and closed in August at 10½ per cent. premium.

SUMMARY of the value of the Receipts.

	$
Cotton	92,038,000
Sugar	24,998,000
Tobacco	9,365,000
Flour	6,510,000
Indian Corn	1,524,000
Wheat	67,000
Pork, Bacon, &c.	11,150,000
Molasses	6,471,000
Lard	2,738,000
Beef	739,000
Hemp	224,000
Whisky	1,376,000
Bagging, Bale Rope, &c.	1,632,000
Sundries	14,121,000
Sterling £36,031,875 =	$172,953,000

The total value of foreign imports during the year amounted to $19,816,871, or 4,128,511*l.*

The total value of the exports to foreign countries amounted to $102,391,800, or 21,331,625*l.* sterling.

The exports to United States' ports are computed at $32,000,000.

RICHMOND.

Annual Report by Mr. Moore, British Consul at Richmond, on the Trade of that Port during the year 1859.

COMMERCE is received and shipped here by canal, steamboat lines, sailing-vessels, and railroads, the directors of which cannot give any reliable information. The advocates of "southern rights" are endeavouring to build up direct trade with Great Britain and France, which, hitherto, has passed through the northern ports. In view of this important commercial change, if successful, it is to be hoped that the local authorities may devise some accurate means for the regular publication of statistics, otherwise under a large increase of business it would be too laborious a task to attempt a compilation of the trade under the present system. I annex, herewith, a summary (derived from private sources) of the exports and imports for the past five years:—

	Imports.	Exports.
	£	£
1855	59,200	812,800
1856	71,000	1,007,800
1857	191,000	1,251,600
1858	111,200	1,175,300
1859	163,200	1,096,800

The direct trade of Richmond, which I herewith detail for the years 1858 and 1859. is at present small. The slight discrepancy here observable is owing to the omission of a few articles of foreign growth in the exports, and a few trifles in the imports.

Exports from Richmond direct to Foreign Ports.

		1858.		1859.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Bark	bags	..	..	4,250	1,400
Beef	barrels	..	..	114	300
Beeswax	lbs.	12,523	800	..	..
Bran	bushels	..	..	5,483	240
Bread, Ship	kegs	550	120	525	100
Candles, Sperm	lbs.	..	..	1,260	80
Cigars	1,000	..	..	33	100
Corn	bushels	2,780	400	2,000	400
Cotton	bales	..	..	772	7,400
,, Manufactures	..	..	2,000	..	2,200
Drugs and Medicines	..	..	500	..	100
Flour	barrels	262,955	279,120	263,776	401,800
Iron Manufactures	..	..	1,600	..	100
Lard	lbs.	39,497	1,100	97,869	2,900
Leather Manufactures	..	..	400	..	140
Logwood	tons	..	280	35	120
Lumber	1,000 feet	..	400	..	20
Machinery	..	..	710	..	120
Meal	barrels	..	..	72	70
Nails	lbs.	6,000	50	16,000	130
Ore, Iron	barrels	..	..	312	250
Paper	reams	500	20	3,540	170
Pork	barrels	..	..	114	320
Rice	1,000 lbs.	..	..	208	1,810
Rosin and Turpentine	barrels	4,867	1,600	3,962	820
Specie (Am. Gold)	..	..	380	..	7,800
Staves	1,000	..	150	..	450
Steam Engines	..	3	1,400	..	..
Tobacco { Stems Leaf }	hhds.	32,297	865,340	6,392 19,609	43,840 615,980
,, Manufactured	lbs.	263,313	12,110	76,548	3,900
Vehicles	..	..	1,960	..	450
Whisky	gallons	282	80	330	30
Wood Manufactures	..	..	1,200	..	610
Total	..	.. £	1,171,710	.. £	1,094,150

Imports into Richmond direct from Foreign Ports.

		1858.		1859.	
		Quantity.	Value.	Quantity.	Value.
			£		£
Blankets	..	..	..	..	2,540
Carpeting	..	..	..	..	370
Cigars	1,000	293	820	133	3,110
Coffee	lbs.	3,749,440	67,220	5,447,320	111,840
Cotton Manufactures	..	..	..	..	1,160
Earthenware	..	..	..	..	560
Fish	barrels	19,532	15,280	19,280	14,320
,, Dried	..	..	650	..	260
Fruit, Green	..	..	100	..	30
Guano	tons	550	650	318	1,280
Iron	,,	..	..	300	1,280
Molasses	gallons	143,164	4,000	194,464	6,600
Timber	1,000 feet	..	..	55	170
Salt	bushels	..	..	139,489	4,250
Sugar	lbs.	2,012,923	19,400	1,264,307	14,600
Wine	casks	5	120	..	..
Sundries	..	..	80	..	1,700
Total	..	.. £	108,320	.. £	164,070

The British trade of Richmond is almost nominal, being chiefly carried on by small Nova Scotia schooners, ich bring fish, plaster, and potatoes, and take back flour.

The total British trade of last year amounted to only 24,266*l.* for imports, and 17,482*l.* for exports.

URUGUAY.

MONTE VIDEO.

Report by Mr. Lettsom, British Chargé d'Affaires, Consul-General at Uruguay, on the Trade of the Port of Monte Video for the year 1860.

The following is the statement of the British vessels which have entered and cleared from the port of Monte Video during the last four years.

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1857	111	23,390	109	25,741
1858	228	56,878	223	54,558
1859	160	46,349	155	44,949
1860	179	55,612	184	56,683

The British and foreign shipping which entered and cleared from this port during the same years was as follows:—

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1857	684	135,704	659	134,378
1858	936	186,699	922	183,230
1859	1,289	252,860	1,237	235,613
1860	894	240,510	887	227,059

The coasting-trade, which in 1857, 1858, and 1859 was confined to native vessels; but to which those of the Argentine Confederation are now admitted was as follows:—

	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1857	464	16,478	502	17,983
1858	526	19,091	521	19,066
1859	636	24,740	634	24,660
1860	960	34,893	951	34,839

Although there was in 1860 a considerable increase in the number of British shipping, both entering and clearing, as compared with 1859; and although the tonnage both entered and cleared was somewhat higher in 1860 than in the previous year, it cannot be said that 1860 was a prosperous year for British trade.

At the commencement of the year the importations from England were very considerable; the goods imported have not, however, generally speaking, met with a ready sale, for the unsatisfactory condition of the leather-trade in England has been severely felt in this country, where hides form so material an article of export. The unsettled state of Europe too, and the recent alarming news received from the United States, have led the British commercial houses here (which are, for the most part, branches of their chief establishments in England) to limit their credit to native buyers, who, on their part, harassed by the fluctuation of prices in Europe of their main articles of produce, confine themselves to making such purchases as are indispensable.

Wool, however, still maintains itself at a remunerating price to the Uruguayan grower.

On the whole, the year 1860, which at the beginning held out satisfactory prospects, cannot be said to have proved an advantageous one for British commerce.

VENEZUELA.

CIUDAD BOLIVAR.

Report by Mr. Mathison, British Vice-Consul at Bolivia, on the whole Import and Export Trade of the River Orinoko and Province of Guayana, during the year ending the 31st December, 1858.

Imports.

The gross value of imports for the year amounts to 85,086*l*. sterling, showing a decrease of 41,145*l*. sterling as compared with the imports in 1857. There is also a decrease of 4,450 tons in the shipping as compared with the same period.

The decrease appears to have arisen from the total change of government that occurred in the month of March, and which created a want of confidence in all mercantile classes.

British.—The value of imports in British vessels amount to 18,086*l*. sterling, showing an increase of 16,189*l*. sterling, as compared with the previous year. There is also an increase of 379 tons in the shipping.

Venezuelan.—The value of imports in Venezuelan vessels amount to 24,508*l*. sterling, showing a decrease of 4,588*l*. sterling, as compared with the previous year. There is also a decrease of 4,141 tons in the shipping. About 4,000*l*. sterling of the whole imports was brought from the British colonies.

Danish.—The value of imports under this flag amount to 2,806*l*. sterling, and was brought from England.

French.—The value imported by French vessels from French colonies amount to 3 610*l*. sterling, as compared with the previous year. There is, however, an increase of 421 tons in the shipping.

Hanover.—The value imported amounted to 3,500*l*. sterling, brought from England. Vessels under this flag seldom come here.

Hanseatic.—The value imported amounted to 18,918*l*. sterling, in 11 vessels, but of which number 7 brought cargo from England. On this trade there is an increase of 10,507*l*. sterling, as compared with the previous year, with an increase of 101 tons in the shipping.

Sardinia.—The value imported amounted to 2,600*l*. sterling, brought from England. Vessels under this flag are seldom seen here.

Spanish.—Only one vessel arrived and departed with her cargo for Puerto Rico.

United States.—The value imported amounted to 6,060*l*. sterling, showing a decrease of 32,735*l*. sterling, as compared with the previous year; but the amount of gold coin was about 30,000*l*. There is a decrease of 757 tons in the shipping, as compared with 1857.

Exports.

The gross value of exports amount to 166,146*l* sterling, showing an increase of 49,299*l*. sterling, a compared with 1857; but there is a decrease of 3,35 tons in the shipping. The increase in value has arise from the higher prices of produce than in the previou year.

British Colonies.—The value of exports to the colonies in British and Venezuelan vessels amount t 22,450*l*. 12*s*. sterling, which is nearly the same as i the previous year.

French Colonies.—The value of exports to thos colonies in French and British vessels amount t 9,161*l*. sterling, being an increase of 6,411*l*. sterlin as compared with 1857.

For the cattle conveyed to the British and French colonies cash is paid in English and French coin.

Hanseatic.—The value of exports to Bremen and Hamburgh amount to 74,636*l.* sterling, being an increase of 56,151*l.* sterling, as compared with the previous year. This large increase appears to have been caused to meet heavy payments in England.

United States.—The value of exports to New York amount to 59,198*l.* sterling, showing a decrease of 9,207*l.* sterling, as compared with 1857.

General Remarks.—Respecting the import and export trade at the Orinoko, the increase or decrease always depend on the political state of the country, as every change of government brings with it some serious alteration in the fiscal laws; and the present disturbed condition of the whole Republic will likely produce such extensive changes, that any observations as for the future would be quite useless. At this date there is no security for persons nor property, and all agricultural labour is suspended, as all the effective population is under arms, either for the government or against it; and such has been the case for some months past, with a desolating anti-social war, of which it is impossible to say how and when it will end.

Report by Mr. Mathison, British Vice-Consul at Bolivar, on the Imports and Exports at that Port during the year 1859.

The gross value of imports for the year 1859 amounts to 63,118*l.* sterling, showing a decrease of 21,968*l.* sterling, as compared with the previous year. There is also a decrease of 819 tons in the shipping. These deficiencies have been produced by the civil war which commenced in the early part of last year, and still continues.

The value of imports in British vessels amounts to 4,321*l.* sterling, showing a decrease of 13,765*l.* sterling, as compared with 1858; but the British manufactures imported in Hanseatic vessels amount to more than the deficiency, besides about 8,000*l.* sterling which have been introduced in money from the colonies to pay for cattle. There is an increase of 256 tons in the shipping, as compared with 1858.

There is a decrease of 10,174*l.* sterling, on the imports in Venezuelan vessels, and 1,454 tons in the shipping, as compared with 1858.

The value of imports in Danish vessels amount to 6,131*l.* sterling, showing an increase of 3,325*l.* sterling over that of last year, principally in British manufacture.

There is a decrease of 200 tons in the shipping, as compared with the previous year.

Only one vessel from Hamburgh, and being a transient, is unworthy of notice.

The value of imports in French vessels amounts to 4,972*l.* sterling, showing an increase of 1,362*l.* sterling, as compared with 1858; but there is a decrease of 722 tons in the shipping.

The value of imports in Hanseatic vessels amounts to 23,003*l.* sterling, principally British manufacture, showing an increase of 4,188*l.* sterling, as compared with the previous year; there is also an increase of 702 tons in the shipping.

Only one vessel from Spain, and being a transient, is unworthy of notice.

The value of imports in vessels of the United States amounts to 7,560*l.* sterling, showing an increase of 1,096*l.* sterling, as compared with the previous year. There is also an increase of 563 tons in the shipping.

There has been about 60,000*l.* sterling brought in money to pay for cattle, hides, and other productions.

The atrocious and destructive nature of the civil war which broke out in March 1859, and is still carried on, especially in the adjacent provinces, has destroyed all confidence and paralyzed every species of trade; the same cause will prevent importations to any extent beyond the absolute consumption of this province, while the present insecurity of persons and properties exists. By the late law there is to be levied 20 per cent. in addition to the former 60 per cent. of duty on imports, and on many articles the duty amounts to 200 per cent. on their original value. The port charges, including pilotage and light dues, amount to about 8*s.* 4*d.* per British ton. The rate of freight from Europe cannot be stated, as the arrangements are made for a return cargo to the United States, at various prices for particular articles, and not by the ton. The stock of goods on hand is unusually large, of which nine-tenths are British manufactures, and value about 300,000*l.* sterling, for which at present there is no prospect of sale. The clandestine traffic carried on by natives between Trinidad, Demerara, and this port, is very considerable, but its value is very uncertain. The prohibited articles of import are cocoa, coffee, sugar, salt, and rum. The exchange at this port is invariably at the rate of 6¼ current dollars to 1*l.* sterling.

Exports.

The gross value of exports in the year 1859 amounts to 92,273*l.* sterling, showing a decrease of 73,873*l.* sterling, as compared with 1858. There is also a decrease of 1,422 tons on the shipping. The decrease in value and shipping has arisen from the civil war which began in March 1859, and still continues with unabated violence.

The value of exports in British vessels is confined to the British colonies, and amounts to 6,209*l.* sterling, showing a decrease of 13,103*l.* sterling, as compared with the previous year; but there is an increase of 350 tons in the shipping.

The value of exports in Venezuelan vessels amounts to 2,280*l.* sterling, showing a decrease of 29,621*l.* sterling, as compared with 1858. There is also a decrease of 1,281 tons in the shipping.

The value of exports in French vessels amounts to 801*l.* sterling, showing a decrease of 1,474*l.* sterling, as compared with the year 1858, and a decrease of 678 tons on the shipping.

The value of exports in Hanseatic vessels amounts to 7,197*l.* sterling, showing a decrease of 48,799*l.* sterling, as compared with 1858, and a decrease of 584 tons in the shipping. This trade is principally to the United States.

The export in 1 Sardinian vessel only amounts to 415*l.* sterling.

The value of exports in vessels of the United States amounts to 75,362*l.* sterling, showing an increase of 48,804*l.* sterling, as compared with 1858, with 111 tons in the shipping. The increase has arisen from the very high price of hides and other productions above those of the previous year.

The internal produce trade is in the hands of natives, but the export-trade to Europe and United States, is in the hands of foreigners, who are all connected with British merchants in England, the Colonies, and the United States.

The landing and shipping of cargoes being done by manual labour alone, the carriage and porterage are very expensive. The Orinoco has an annual rise and fall of 50 to 60 perpendicular feet, and is at the highest flood in August and at the lowest ebb in March. The exportable articles of native manufacture are grass-hammocks and cables, and for internal consumption, common soap, tallow-candles, clayed-sugar, common coarse sugar, and rum; maize or Indian corn, rice, beans, and peas, are cultivated only for local consumption. Since the 1st of July, 1860, the export duties have been enormously increased, particularly in dried cattle hides, now pay 2*s.* 6*d.* sterling each, which paid only 5*d.* formerly. Deerskins formerly only paid 1*d.* each, but now pay 5*d.* each.

There is no restriction to the export of everything produced in this country on the payment of specific duty.

There is no deduction made for the space occupied by machinery on board steamers for tonnage.

The exchange here is invariably at the rate of 6¼ current dollars to 1*l.* sterling.

ZOLLVEREIN STATES.

Report by Mr. Ward, late British Consul-General at Leipzig, on the Revenue and Trade of the German-Customs' Union (Zollverein), in the year 1859.

The statistical tables lately published by the Prussian Ministry of Commerce show the unfavourable effect which the political troubles of the last year have had upon most branches of trade and industry in Germany.

The total revenue of the Zollverein derived from imports, exports, and transits was less in 1859 by $4,849,050*, or 727,352*l.*, than in the previous year. Thus—

		Dollars.
Deficiency of Import Duties		4,897,053
Less, Increase on Exports	26,292	
Ditto on Transits	21,711	
		48,003
Net Deficiency		4,849,050

The total revenue was—

	Dollars.		£
In 1858	28,606,592	=	4,290,988
1859	23,757,542	=	3,563,636
Deficiency as above ..	4,849,050	=	727,352

which was spread over all the States of the Union, except Luxemburg and Nassau, where there was a small increase of revenue.

The following is a retrospect of the articles imported into and exported from the Zollverein in 1859 in the largest quantities, namely, of which the quantity so imported or exported amounted respectively to, at least, 100,000 centners† :—

Imports.

Raw Cotton Wool	centners	1,321,684
Cotton Yarn, unbleached, 1 or 2 threads, and woofs	„	456,699
(In 1858, 577,544 centners)		
Aloes, Galls, Cross-berries, &c.	„	172,658
Resins of all sorts	centners	423,002
Saltpetre, pure or impure	„	155,135
Sulphur	„	298,268
Myrobals and Palm Nuts	„	144,248
Woods, not European, in blocks	„	100,298
Dye Woods, in blocks..	„	317,832
Pot Ashes, Pounded Chalk, &c.	„	163,089
Raw Iron, of all sorts	„	2,325,393
(In 1858, 5,232,008 centners)		
Forged Iron, &c., in bars above half a square inch in thickness	„	176,188
Coarse Cast Iron and Manufactures	„	162,778
Iron Ore	„	549,882
Calomine and Black-jack	„	167,349
Flax, Hemp, Tow, and Oakum	„	280,919
Raw Hides and Skins..	„	335,398
Seeds and Berries	„	1,550,626
Charcoal	„	156,438
Wine, Must, and Cider, in casks	„	222,614
Dried Dates, Figs, &c.	„	149,023
Coffee, Raw, and Substitutes for Coffee ..	„	1,256,671
Flour from Austria	„	189,864
Rice, Shelled	„	561,198
Tobacco Unmanufactured	„	528,322
Sugar, Raw, for the Refineries	„	229,891
Linseed Oil, in casks	„	144,832
Olive Oil, in casks	„	120,679
Cocoa-nut, Palm, and Sperm Oil	„	322,544
Coals (including from Austria)	„	15,982,392
Tar, Daggert, and Pitch	„	109,772
Sheep's Wool, raw and combed	„	330,885
Woollen Yarn, single and double, undyed ..	„	102,382
(In 1858, 114,392 centners).		
Fruit from Austria	„	170,669
Train Oil	„	181,001
Salt	„	449,423
Corn and Grain, of all sorts	scheffels‡	14,375,021
Wood, Soft, in blocks or beams	pieces	1,121,591
Herrings	tons§	296,373
Pigs	heads	512,981

Exports.

Cotton Wool (including to Austria).. ..	centners	306,128
Flax, Hemp, Tow, and Oakum	„	149,710
Sheep's Wool, raw and combed (including to Austria)	„	113,275

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* 1 Dollar = 3*s.* sterling.

† 1 Centner of 100 lbs. = 110¼ lbs. avoirdupois.

‡ 1 Scheffel = about 1½ Imperial Bushel.

§ 1 Ton = 4 Prussian Scheffels, or 7½ Cubic English Feet.

ARGENTINE REPUBLIC.

ROSARIO.

Report by Mr. Williams, British Acting Vice-Consul at Rosario, on the Trade of that Port, for the year 1860.

The war with Buenos Aires, which terminated in the Peace Convention of the 10th November, 1859, brought with it, as a natural consequence, the abolition of the differential duties created by the Government of the Confederation on the 19th of July, 1856, and 29th of July, 1858, duties which were considered with every reason the mainstay of the commercial prosperity of this city; and fully realizing the fears and anxieties of the mercantile community of Rosario, as to the decadence of this once rising and important city.

The repeal of the differential duties as an act of political good-will and union towards the re-incorporated State of Buenos Aires, brought the most disastrous consequences upon this community; for the Custom House of Rosario being still framed by M. Buschenthal, in accordance with the law of the 31st of August, 1859, the additional duty of 8 per cent., *ad valorem* on imports, created in the latter part of 1859, for the express purpose of meeting the exigencies of the war with Buenos Aires, was not repealed; consequently Rosario had given up to Buenos Aires its foundation stone, and retained an oppressive duty to work its further ruin, and to reduce it almost to a state of nominality. Notwithstanding, however, the Convention of Peace, the more sanguine part of this community predicted and hoped, that the union would not be accomplished. For this opinion they mainly depended upon the proverbial misunderstanding existing between the political parties of the country, and the new reforms proposed by Buenos Aires in the Constitution of the Confederation. In this, however, they were sadly disappointed by the Convention at Santa Fé, of the 23rd of September following, in which the Deputies of the Confederation accepted the reforms proposed by Buenos Aires; and the swearing of Buenos Aires to the National Constitution on the 21st of October, finally closed all hopes of Rosario returning to that state of prosperity which it had formerly enjoyed.

During this state of affairs, the Ministry of the National Government was reformed, and Señor Riestra appointed Minister of Finance, which gave great satisfaction to the country at large, being known to be a person of considerable ability in that department. His first act towards relieving the commercial community of Rosario, was to rescind the contract which M. Buschenthal had made with the National Government for farming the Custom House of Rosario, which took place by the decree of the 2nd of October; and at the same time of the reduction of the 8 per cent. additional import duty, placing Rosario on the same footing, in this respect, with Buenos Aires. These measures gave satisfaction, but the injury already done had been allowed to canker, and merchants looked upon the change with indifference, although it gave a slight impulse to business for a short time; for during the possession of the Custom House by M. Buschenthal, the Tariff was incomplete and the valuation of those articles not enumerated was exorbitant in the extreme. This state of things ceased by the promulgation of the Custom Houses Law of the 21st of August, an extract translation of which I inclose, together with the nationalization of the Custom House of the province of Buenos Aires on the 1st of December, and the adoption of their Tariff by that of Rosario.

Under the new arrangement, brought about by the re-incorporation of Buenos Aires, the want of a discount bank to facilitate mercantile transactions, was severely felt in this community. The Bank of Mana and Co., previously established, not having fulfilled the stipulations of its contract in this particular, it was found necessary by the Government to break off their engagements with that firm, by a decree of the 16th of October, and to give countenance to the forming of a national bank of discount and deposit, to be established in Rosario, with branches if necessary, in the other provinces. The scheme has been accepted by the leading men of this community, both native and foreign, with an enthusiasm that augurs well for its success. The capital required is, effectively, one million dollars, of which about four hundred thousand (400,000) have been already subscribed in shares of five hundred dollars each (500). The Government guaranteeing to the effective capital of the shareholders a minimum of 9 per cent. per annum of interest or utilities. I inclose a translation of these bases.

From the table which I inclose, it will be seen, that notwithstanding the generally unpropitious aspect of commercial affairs in this locality during the past year, the revenue of this Custom House for 1860, shows an increase over that of 1859, of $30,204. This small surplus can, in a great measure, be accounted for by the reduction of the import duties at a time when the buyers from the provinces were here, and consequently the large amount of goods dispatched in the month of October. The month of November shows an extraordinary decrease in duties on imports, but a gradual increase in exports; and December, as it were recovering from the reaction, maintains a healthier tone. The want of published statistics deprives me from being able, on this occasion, to give a return for the year past of the exports and imports of this Custom House; and the loose business habits of the officials lead me to believe that I could obtain from them no reliable information upon this important point.

The financial state of the National Government has been, during the past year, in the most deplorable state. The Government officials were for several months deprived of their salaries; and notwithstanding the monthly payment of one and half millions of paper dollars, which the province of Buenos Aires agreed to pay into the National Exchequer from the date of the Convention at Santa Fé until its Custom Houses were naturalized, funds which have been fritted away by a loose administration, the Government found themselves obliged to seek other means of meeting their liabilities with the Commissioners of Foreign Claims and the holders of bonds upon the customs' revenue. To this end they contracted a loan of four millions of dollars with M. Buschenthal on the 2nd of October. The Government emitting the value of four millions in debentures of 200, 400, and 1,000 dollars. These debentures bear an annual interest of 6 per cent. payable every three months, and besides the interest the loan is to be redeemed by means of an annual amortization of 2½ per cent., M. Buschenthal agreeing to take three millions at 75 per cent., and the Government disposing of the other million at the same figure to holders of bonds upon the Custom House revenue. The interest to commence from the 1st of November, and the first cupon to be paid on the 1st of February, 1861. Contract for twenty-one years.

Summary.—The general tone of commerce in Rosario for the year past has been favourable. The excitement of the differential duties having passed away, it has settled down to its legitimate commerce, which, I confess, every day gives ample proof of a not far distant flattering development. Its admirable position with regard to the interior provinces as a transit port, its easy access by water, its secure port, and now in course of construction a large wharf to facilitate the lading and unlading of vessels, together with its projected railroad to Cordova, will, doubtless, contribute to render it one of the principal commercial cities in the Argentine Republic. But in face of these flattering positions and projects, and even by the recognized principles of progress in the natural course of events, I venture to say, that unless some political change takes place towards the maintenance of an extended peace, the projects will be but visionary, and its facilities for commerce useless.

The commercial prosperity of a community so small as that which exists in Rosario, must at all times be the sufferer, directly or indirectly, from the political intrigues of a country which mainly depends for its means of existence upon the scanty revenue of its Custom Houses. With peace, good and liberal laws are enacted and promulgated, which give a semblance of continued prosperity, and raise the hopes of the more volatile into a fabulous supposition of future greatness. Peace, that goal of strife and bloodshed in other countries, is here by its shortlivedness, only an intoxicating draught, which lulls their turbulent spirits for awhile, that awake again with redoubled fury.

[Translation].

EXTRACT of the Custom House Law, promulgated August 21st, 1860.

Of Importation.

1. Gold and silver in coin or bars, printing machines together with their accessories and printing paper, lithographic presses, printed books and papers, cattle for breeding, plants of every species, fresh fruits, wood, coal, posts for cattle pens, lime and all other productions and manufactures of the Argentine Provinces are declared free of import duties.

2. Gold and silver worked or manufactured with or without precious stones, silk cloth edged with gold or silver, all instruments or utensils with handles or ornaments of the same metals, machinery for the use or exercise of any industry, wool for embroidery, silk or thread for sewing or embroidery, quicksilver, coarse salt, saltpetre and gypsum, stones for building, bricks, staves, battens, posts for support of trees, unworked wood, copper in pigs or bars, lead in pigs, iron in bars broad or narrow or in hoops, tin in leaf, solder of tin, unworked wax, talc, reeds for chair bottoms, wire for fences, tortoiseshell, tar, pitch, ploughs and machines for agriculture, and in general everything belonging to the primary use of industry, shall pay 5 per cent.

3. Every kind of silk cloth shall pay 8 per cent.

4. Manufactures and knittings of wool, thread, or cotton, tanned hides, worked metals (except those of gold and silver), ready made clothes, boots and shoes, paper of all classes (except that for printing), instruments or utensils of art, drugs and all other articles not contained in the other dispositions of this law, shall pay 15 per cent.

5. Tobacco, sugar, yerba mate, coffee, tea, cocoa, olive oil, table salt, and everything in the line of comestibles together with spirituous drinks in general, shall pay 20 per cent.

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Of Exportation.

9. Horned cattle, hides and horse hides of every class, those of mules and sheep, hides in general, clippings of hides of all classes, jerked beef and salted beef, salt tongues, ostrich feathers, bones and bone ash, horn and horn bones, horse hair, wool, animal oil, tallow and grease liquified or solid, horned cattle, sheep, and horses, shall pay 5 per cent.

10. Every other natural or artistical product of the Argentine Province that is not expressed in the preceding article, such as gold and silver in coin or bar, is free of export duty.

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[Translation.]

BASES for the establishment of a Bank in Rosario with branches in the capital (Parana), and afterwards in other parts of the Republic where they may be required.

1. The Bank shall be established with the effective capital of one million of dollars, national money, to be increased to five millions, as the necessities of its circulation or that of its branches may require.

2. The capital shall be subscribed by shares of five hundred dollars each, and the subscribers are in no case responsible for a greater amount than the value of these shares.

3. It shall be a bank of discount and deposit, and shall have, moreover, the power of emitting bills payable to the bearer at sight to the value of three times as much as it commands.

4. The direction of the bank shall be in charge of the persons whom the shareholders shall elect, in the form and under the conditions which they may determine, in subjection to the laws of the country.

5. The Government will concede to the bank, for the term of ten years, the protection of the fiscal privilege for the recovery of its debts.

6. For the same term of ten years, the Government guarantees to the effective capital of the shareholders the minimum of 9 per cent., per annum of interest or utilities.

7. The bank shall not exceed in its discounts the rate of 1 per cent. monthly of interest, nor the reduction to less than 6 per cent. annually, without previous especial authorization of the Government founded on evident necessity or convenience.

8. The rate of interest that the bank will have to give for its deposits will be entirely left to the decision of its directory, who will have equal liberty of action in all its other operations.

9. The Government cannot require the bank to discount Government obligations, and will only exercise over it the intervention indispensable for the fiscalization of its operations relating to the emission of its notes, and other guarantees of interest which it accords.

10. The notes of the bank shall be received as money in all the fiscal offices of the Republic, where there shall have been no previous stipulations to the contrary.

11. The Government does not prohibit, in whatever time, the establishment of similar institutions in the country; but it will not concede greater favours or privileges that shall not be extended to this, in the term of its concession.

12. The Government will take the initiative of the establishment of the bank, until the moment in which shall have been subscribed the necessary amount for its foundation, after which it will leave it in the hands of the shareholders.

(Signed) RIESTRA.

TABLE showing the Revenue of the Custom House of Rosario in 1859 and 1860.

	1860.				1859.
	Imports.	Exports.	8 p.ct. additional	Total.	Total.
	$	$	$	$	$
January	53,710·38	13,240·00	16,917·75	83,868·13	65,527·79
February..	48,961·52	10,270·38	25,050·41	84,282·31	70,794·64
March	58,165·36	12,708·75	28,019·82	98,893·93	74,201·96
April	69,099·29	11,088·26	31,426·48	111,614·03	57,265·60
May	53,760·28	12,022·47	25,234·61	91,017·36	96,427·44
June	99,246·16	11,189·18	43,073·37	153,508·71	58,518·34
July	72,748·39	12,063·73	35,193·97	120,006·09	60,202·36
August	68,514·67	9,428·96	31,942·75	109,886·38	114,825·80
September	34,657·92	5,370·66	3,943·16	43,971·74	221,698·89
October	112,910·89	8,845·24	..	121,756·13	68,029·56
November	20,005·89	9,175·21	..	29,181·10	67,120·44
December	58,282·91	13,328·38	..	71,611·29	134,780·26
Total	$750,063·66	$128,731·22	$240,802·32	$1,119,597·20	$1,089,393·08

BRAZIL.

BAHIA.

Report by Mr. Morgan, British Consul at Bahia, for the year 1860.

THE anticipations pictured in my trade report for 1859, as to the prospects of commercial matters in this market, were unfortunately but too sadly realized during the past year. Never in the memory of man has this fine province of Bahia encountered a more disastrous financial, commercial, and agricultural crisis than the one we have just witnessed; the result of causes over which, in the main, its inhabitants had little or no control.

Those causes, however, may be ascribed :—

1. To the desolating drought in the interior, which commenced in 1858, and only ended towards the end of 1860.

2. The want of roads; stoppage of trade, preventing at one time all communication with the important markets of the interior, as upon the progress of an uninterrupted intercourse with the diamond mines depended mostly our import trade, as well as the receipts in payment for stocks then falling due, which had been furnished at previous normal periods.

3. To the prolongation of the drought and its extension to the sea-board, and the almost complete failure of our principal staple articles of export.

4. To the effects of the imposition of the decree of 30th December, 1859, relative to the Banks, which, although based on undoubted sound principles of financial economy, at any other period would have been hailed with gratitude, but found the commercial community of Bahia suffering severely from the two first causes above mentioned, and hastened the crisis I had previously anticipated in my Reports for 1858 and 1859.

The decree in question, operating all at once on a severe commercial crisis, caused an immediate stoppage of the facility with which for years the mercantile community of Bahia, and others not engaged in trade, had been enabled to obtain a command of money on so-called bills of accommodation. Any one to whom a credit of a couple of thousand pounds might have been granted with tolerable safety, by making use of the eight different banks, could easily raise eight times that amount; and the native dealers, with such facilities for payment to the importing foreign houses, adopted a similar practice towards their customers in the interior, thus inducing the latter to purchase goods to large amounts to be paid for whenever convenient. Money being thus superabundant and so readily obtained, every necessary of life rose in proportion, particularly house rents; and the value of landed property in and near this city daily increased, so as to induce many persons to purchase and build houses, for which payment was to be made by raising money on acommodation bills, by discount at the banks at 10 to 12 per cent. per annum.

But this state of matters was not to last long; the trade of this port was already suffering greatly from the drought in the interior, and the threatened paralyzation of its best traffic from the want of roads and pastures, when the decree in question fell like a thunderbolt on the community, crushing alike the wise and wary as well as the thoughtless speculator. A rush on the banks with a fluctuating capital was the natural consequence, as by the statutes the shareholders were entitled to withdraw their capital at a month's notice. The inscriptions for that purpose increasing daily, and the capital of the banks being solely applied in discounts of bills at long dates, and not so easy to be realised at a moment's notice, the directors of those establishments had no option left to them but to suspend payments, thus causing a still greater panic, and adding thereby to the general distrust. Six banks, by withholding the withdrawal of their funds at so critical a period, did nevertheless good service, and acted wisely: for otherwise a favoured few would have obtained their money, while others more confident and less needy would have been left to face all losses, which at one time to many appeared inevitable.

While this general financial and commercial calamity appeared to overwhelm the trading community of the city of Bahia at the commencement of the year 1860, the drought in the interior was extending its ravaging effects all over the northeast and western parts of the province, destroyed the pack-mules—the sole mode of conveyance—and by effectually putting a stop to all internal traffic, prevented timely succours of public and private charities from reaching the famishing population from the sea-board. So difficult was the communication at that period, from the want of means of transport, that the President of the province pressed to transmit 1,000 bushels of cassava flour for distribution amongst the poorer classes in the diamond districts, the cost price of which amounted to Rs.3,600$000 or £405, at great difficulty found means to do so at the enormous freight of Rs. 12,627$000 or £1,420 5*s.* 6*d.* But this and other public assistance to the populations of the interior, attempted on several occasions, nay, almost incessantly, by Government, could little avail when such immense distances had to be reached without a road or bridge, and the scarcity of animals decimated for want of water and pastures. It is enough to say that 15,000 souls perished of hunger, and another 50,000 sought an alleviation of their misery by abandoning their homes and seeking a refuge in emigration to more favoured districts, mostly towards the vicinity of this bay.

With the cessation of the commercial traffic with the emporium of the interior—the diamond mines—a traffic that in normal times took annually more than half the value of foreign imports into this port, a corresponding paralyzation arose in this city, as remittances, being thus involuntarily withheld, caused about 250 failures amongst the native dealers, representing a capital of Rs. 12,000:000$000 or £1,300,000; the greater part of which must eventually fall on British firms, as it is not expected that more than 30 per cent. of this capital will ever be recovered.

Such was the state of commercial affairs in this city on the closing of the ominous year of 1860.

And here I trust to be permitted to recall to mind the observations made in anterior reports on the value and importance to British trade of this same traffic with the diamond mines, and the immense impulse it had obtained in normal times, and the encouraging future it had in store, and would still be open to it, from the construction of a proper road proposed by the President of the province, and so warmly supported by the British mercantile community of Bahia. If anything was required to justify the foresight and the steps taken to promote its realization, the late unfortunate drought will amply bear out; and no less so the severe losses which its non-realization has inflicted on the British import trade of Bahia.

On three staple articles of British manufactures alone, viz., of cotton, linen, and woollen goods, the following statistics will show a falling off of imports owing to the want of a proper road to the diamond mines:—

	Packages Imported.	
In 1855 ..	23,100	No climaterical phasis disturbed the ordinary march of trade, even with the expensive and laborious conveyance by pack-mules.
1856 ..	23,600	
1857 ..	22,800	
1858 ..	12,552	Commencement of drought and rise of freights.
1859 ..	10,474	Continuation of ditto, and want of pastures.
1860 ..	9,892	Ditto Ditto

So that during the two last years the important traffic with the diamond mines had considerably diminished, from the want of means of transport, which acted injuriously on the imports, inasmuch as what had been imported in 1859-60 was barely sufficient for this city and the towns on the sea-board. The same falling off is perceptible on British hardware, cutlery, &c., &c., as well as on other articles from foreign countries.

In a statistical point of view I will likewise place here on record some valuable information furnished to me by the Inspector of this Custom House, who has been at the head of that department for the last thirty years, showing the rise and growth of the foreign import trade of Bahia from the opening of the ports of Brazil to foreign nations, when Dom John VI, of Portugal, arrived in this city in 1808, and the subsequent importance given to commerce by the discovery of the diamond mines in this province in 1845;—

In 1810	value of imports was ..	Rs.1,466:000$000
1816	„ „ ..	2,333:333$000
1816	„ „ ..	2,600:000$000
1820	„ „ ..	3,600:000$000
1821	Independence of Brazil ..	4,000:000$000
1831	Abdication of Dom Pedro I.	5,150:000$000
1844	Cessation of our Commercial Treaty. New Tariff......	9,744:000$000
1845	Discovery of diamond mines	10,853:000$000
1852	„ „ ..	14,856:650$000
1856–57	„ „ ..	20,926:373$000
1857–58	„ „ ..	21,107:071$000
1858–59	„ „ ..	21,018:920$000
1859-60	„ „ ..	17,140:662$000

Thus British imports *alone* into the port of Bahia in twelve years, from 1845 to 1857, increased 167⅔ per cent., showing a value in 1844 of £601,727, in 1845 of £705,156, in 1856-57 of £1,598,034, in 1857-58 of 1,244,766*l.*, in 1858-59 of 1,227,141*l.*, in 1859-60 of £933,238.

In 1859-60 British imports fell off 31½ per cent. solely from the causes above demonstrated, and this decrease will be still greater in the financial year of 1860-61.

The said Inspector of the Custom House, in his annual reports to the Imperial Treasury, states that in 1847—two years after the discovery of the diamond mines—while treating of the recovery of the fiscal dues at this port, or rather of the notable increase of trade since that discovery,—"that his attention had been called to the curious occurrence then taking place, because whereas the medium of importations into the ports of Rio de Janeiro and Bahia during the existence of the old tariff in 1844 was as four to one, the new tariff put into execution diminished the imports into Rio de Janeiro, but did not have a corresponding effect at Bahia; while the relative values into the two ports showed a commercial progress at the latter in the years 1845 to 1847 of two to one, and a decrease in that of Rio de Janeiro; so that even during the six years of 1845-46 to 1850-51, the relations between the two ports was only in the proportion of two, eight to one. At Bahia the increase of the duties gave the following results:—In 1845 imports rose to Rs.10,853:000$000. In Rio de Janeiro, where imports from 1840 to 1842 had risen to Rs.35,000:000$000, they decreased to Rs. 28,000:000$000; in 1847-48 they decreased still further to Rs.23,089:000$000."

In his other reports the Inspector gives as the determinating cause of the commercial progress of the port of Bahia the important markets opened up to traffic by the discovery of the diamond mines in the interior of this province, rich in almost every variety of minerals, &c., in a virgin state, such as copper, lead, iron, gold, silver, quicksilver, saltpetre, nitrate of soda, alum, &c., &c., all at present useless and unprofitable to trade and civilization, for the want of a proper road, which would become the medium of communication to the interior provinces of Brazil, and consequently to the great advantage of trade in general.

And yet, with all its drawbacks, that traffic, before the drought, was carried on at the enormous freight by pack-mules of from £50 to £85 per ton weight of merchandize. It will hardly be credited, but it is a fact, that on 11,900 tons of foreign merchandize transmitted to the diamond mines in 1857, for distribution in the vast interior, consisting of wines, spirits, flour, hardware, crockery, lead, iron, cotton, linen and woollen goods, &c., &c., no less a sum than an average of £700,000 for freight was paid,—a sum nearly equal to the vaule of the merchandize received.

VALUE of foreign imports into the port of Bahia during the financial year of 1859-60.

From Great Britain		Rs. 8,702:033$387
France		2,357:832$880
Portugal		1,393:447$920
Hanseatic towns		799:969$451
Sardinia		162:977$996
Austria		511:171$273
United States		1,014:470$435
River Plate		637:844$069
Belgium		149:141$364
Spain		37:571$290
Holland		74:278$172
Sweden and Norway		17:396$000
Coast of Africa		251:647$538
Foreign ports from Port of Empire		1,030:880$486
	Total ..	Rs. 17,140:662$261
Exchange 25¾d. per $	Total ..	£1,839,000 4 6
Value of British Imports		£933,238 19 11

Exchanges.—The average rate of exchange during the year 1860 was as follows:—

	$		$
January	25¼	July	25¾
February	25⅜	August	25⅞
March	25⅛	September	25⅝
April	25⅛	October	26¼
May	25¼	November	26¼
June	25½	December	26¾

Average during the year was consequently 25¾*d.*, being ¼*d.* above the preceding year, an improvement accounted for from the scarcity of money in the hands of the importing houses, owing to the failures which took place. Had the current medium been as plentiful as usual, the decline in the value of produce would have had a contrary effect. The rapid steam communication, on the other hand, between this port and Rio de Janeiro and Pernambuco also tends to steady the rate of exchange, inasmuch as money to purchase bills on Europe, or bills on Europe to obtain money, are now more frequently sent to one or both places than formerly.

Freights.—Average rates as follow:—

	s.	*d.*		*s.*	*d.*
January	35	0	July	25	0
February	32	6	August	25	0
March	31	3	September	25	0
April	32	6	October	27	6
May	35	0	November	27	6
June	30	0	December	35	0

Or 30*s.* 1*d.* per ton average during the year, or 3*s.* higher than the foregoing one.

Shipping.—The nationality, number, and tonnage of arrivals and departures were as follows:—

Nation.	Arrivals.			Departures.		
	No.	Crew.	Tonnage.	No.	Crew.	Tonnage.
British	106	3,195	62,695	108	3,125	62,460
Brazilian, long voyage ..	4	53	1,157	4	47	1,195
„ coasters	620	8,112	72,454	580	7,537	70,162
Portuguese	69	2,116	36,630	59	1,991	33,832
United States	34	461	14,069	30	427	15,562
Swedes and Norwegians ..	19	262	5,963	13	196	7,367
Danish	6	48	956	8	62	1,589
Hanseatics	31	323	8,732	30	329	9,112
Dutch	13	99	2,090	9	70	1,813
Prussian and Oldenburg ..	4	39	909	3	27	685
French	22	916	11,714	28	995	14,567
Spanish	10	111	1,882	8	90	1,827
Sardinian	10	109	892	8	90	1,766
Austrian	3	34	706	3	35	1,323
Russian	..	..	..	1	12	246
Belgian	1	9	144	1	8	273
Hanoverian	3	23	325	3	25	639
Uraguayan	2	22	448	2	22	523
Jerusalemite	1	13	254	1	13	254
Totals	958	15,945	222,020	899	15,101	225,195

Exports.—The general calamity that so seriously affected our import trade, and the traffic to the interior, one principal cause for which was the drought by extending to the sea-board, produced the failure of the crops; and this failure no doubt considerably augmented the evil under which the trade of Bahia laboured during the ominous year of 1860.

The fear I entertained in last year's Report that the crops of 1860 would be the smallest ever known during the last twenty years, has been realized. Our slave population is supposed to be rapidly decreasing from death and exportation to the southern slave markets; and although it would appear to be the general opinion that the favourable turn which took place in the weather in January of this year forward, that the future crops promise to be abundant and to make up for last year's failure; yet the want of labour is a serious drawback, inasmuch as the white man is unfit for work on the cane fields, and the free coloured population shrink from contact with the slave, whose hard lot alone it is to labour for the multitude.

I am not, however, convinced that slave labour is so scarce as many pretend, because the large planters do not sell their slaves; and, although undoubtedly slaves are exported, it is from the needy and small proprietor alone that speculators purchase them for the coffee plantations near Rio de Janeiro.

STATEMENT of Sugar exported in 1860.

	Cases.	Boxes.	Bags.
To British Channel ..	1,937	7	8,122
Great Britain	1,213	10	19,571
Germany	199	4	3,070
France	279	..	207
Sweden	374	2	285
Holland.	..	..	32
Portugal	3,912	42	2,704
United States	1,399	5	18,568
River Plate	21	3	1,442
Africa	..	..	5,103
Total	9,334	73	59,104
Against in 1859	39,050	608	244,375
Decrease in 1860	29,716	535	185,271

Value exported £242,330.

Cotton.—For reasons stated in previous reports, the production and exportation of this staple article has suffered a still further decline, being 1,411 bales against 2,392 bales in 1859, the total value of which was £7,266. The little that comes from the interior is immediately purchased by the native manufacturers.

Coffee.—The exports during the year were 46,168 bags, against 55,324 bags in the preceding one viz.:—

	Bags.
To Channel..	3,119
Great Britain	10,213
Germany	3,492
France	1,199
Portugal	54
Gibraltar	13,417
Genoa	2,157
Trieste	5,506
United States	6,911
River Plate	100
Total.. ..	46,168

Average price during the year 5$425 per arroba. Value exported £107,492.

Cocoa exported during the year to—

	Bags.
Great Britain	6,402
Germany	377
France	740
Portugal	32
Gibraltar	100
Genoa	460
River Plate	60
Total ..	8,171

Average price during the year 4$600 per arroba. Value exported £16,100.

Hides exported during the year to—

	Hides.
Channel	25,217
Great Britain	13,537
Germany	41,055
France	3,830
Portugal	7,000
Gibraltar	2,340
Genoa	2,961
United States	8,524
Spain	10,173
Total ..	114,637

Average prices during the year 297 reis for dry, and 258 for dry salted. Value exported during the year, calculating dry hides at 18lbs. each, and dry salted at 30lbs. each, £74,490.

Rum.—The almost total failure of the sugar crop has naturally exerted a corresponding influence on the production of this article, and our exportation has consequently fallen off to 1,955 pipes during the year, against 6,365 pipes in 1859.

Average price during the year, 98$000 per pipe. Value exported in 1860, £20,520.

A new method has been adopted in the sale and purchase of this product. Formerly the practice was to purchase at so much per canada, when an extra charge for the pipe was made of Rs.15$000 to Rs.20$000, and in former calculations this item was not included. At present the article is bought and sold at so much per pipe, without any extra charge.

Tobacco.—The crop of 1860 was about equal to the previous one, and consisted for exportation of 718 rolls of 16 arrobas each, 38,455 mangotes of 2 arrobas each, and 71,348 bales of leaf at 6 arrobas each, shipped to the following countries .—

	Rolls.	Mangotes.	Bales.
To Channel	..	..	23,758
Great Britain ..	200	1,328	2,114
Germany	..	3,406	41,274
France	..	..	1,897
Holland	..	..	1,496
Portugal	500	3,028	410
Genoa	18	0	..
River Plate	..	0	399
Africa	..	30,693	0

Our principal customer for this product is Germany, for almost the whole of the shipments for the Channel, and even Great Britain, are for that country.

It must also be observed that not only has the home manufacture and consumption of segars increased enormously, but the exportation coastwise to the ports of the Empire is not taken into account in the foregoing statement.

General average price of tobacco during the year was 5$400 per arroba. Value exported to foreign countries £311,400.

Piassava. — Exports during the year, 219,052 bundles.

Rosewood.—Exported in 1860, 21,643 logs. The value varies from 80$000 to 300$000 per dozen, according to size and quality. At 15$000 per log the value exported is about £34,800.

Diamonds.—The almost complete stoppage of the transit or communication to and from the important emporium of the interior—the diamond mines—during the last year; the immigration of the "garimpeiros" or "washers" of the precious stone, from the scarcity of provisions; the temporary dissolution of the diamond companies, which in normal times maintained a few thousand of the poorer classes in their employ, all contributed to put a stop and to paralyze mining operations during the late unexampled drought, and as a natural consequence the product of the *washings* was on a very limited scale, not amounting to £200,000; and even this value was only extracted from the *cascalho* or "grit" which had been prepared beforehand—thus showing a deficiency in value to former years of from £400,000 to £600,000.

With the copious rains that have fallen during the last few months over the whole interior, and the large tracts of land placed under cultivation all round the mining districts; with the return to their homes of the immigrants, it is to be expected that matters will again settle down to their former position, and permit the industrious populations of the mining towns to show the same energy for commercial pursuit for which they were so distinguished; and to efface the losses to which, during the last two years, they had been the victims.

COMPARATIVE TABLE of the value of agricultural produce shipped to foreign countries from the Port of Bahia.

		1860. £		1859. £
Sugar	value	242,330	against	865,870
Cotton	„	7,266	„	9,060
Coffee	„	107,492	„	101,743
Cocoa	„	16,100	„	13,290
Hides	„	74,490	„	65,181
Rum	„	20,520	„	32,690
Tobacco	„	311,400	„	267,375
Rosewood	„	34,800	„	29,800
		£814,398		£1,385,009
Diamonds	„	200,000	„	560,000
		£1,014,398		£1,945,009

Decrease in 1860.. .. £930,611

RIO GRANDE DO SUL.

Report by the Hon. H. P. Vereker, British Consul at Rio Grande do Sul, on the Commerce, &c., of that Port, &c., for 1860.

Boundaries.—The Province of Rio Grande do Sul, in strictness called São Pedro do Rio Grande do Sul, forming the southern-most portion of Brazil, is bounded on the east by the Atlantic Ocean, on the north-east by the province of Santa Catherina, on the north by the province of the Paraná, on the north-west and west by the provinces of the Argentine Confederation, and on the south by the Republic of Uruguay. The sea and the River Uruguay, which divides the province from the Argentine Confederation and from the province of the Paraná, form well-defined boundaries, and the limit of Santa Catherina is pretty well understood, but the frontier upon the Republic of the Uruguay has not yet been defined; this latter question has been for many years a subject of discord between Brazil and the State of the Uruguay, and the latter, as the weaker country, seems always to lose in the arrangements which have hitherto been come to; at present there has been appointed a mixed commission to determine the remaining boundaries, the conditions under which the commission was formed were greatly favourable to Brazil, the Uruguay being at the time of the convention in a very weak state in consequence of internal dissentions; but the commission which has now been acting for some years has not yet completed the demarcation of the boundaries.

Territorial Divisions.—The province is for election purposes separated into two great divisions, the Porto Alegre or Northern Division, and the Rio Grande or Southern Division; each of these districts elect three members to the House of Representatives at Rio de Janeiro. The whole province is further sub-divided into ten comarcas, viz., Porto Alegre, Rio Grande, Rio Pardo, Piratiny, Caçapava, Alegrete, São Borja, Bagé, Santo Antonio, and Cruz Alta; the comarcas contain twenty-seven municipalities, and each municipality is again sub-divided into districts, which is the smallest division. There are six cities, viz.: Porto Alegre, Rio Grande, Pelotas, Jaguarão, Rio Pardo, and Alegrete: there are besides towns, villages, colonies, and districts; the principal of the towns are São Leopoldo, São José do Norte, São Gabriel, São Borja, Santa Anna do Livramento, and Uruguayana.

Political Position.—Politically Rio Grande do Sul is probably the most important province in Brazil, its natural position touching in a great part of the frontier upon the Republic of the Uruguay and the United Provinces of the Plate, touching also on two other Brazilian provinces, and separated from Paraguay only by a narrow strip of low land, the "Misiones," lying between the Rivers Uruguay and Paraná, renders the province of vital value to Brazil in view of the policy which that country has for many years pursued in reference to the Southern Republics. The inhabitants of the interior are also more independent in character, and have a greater admixture of European blood than is to be found in other parts of Brazil; the immigration of Europeans for permanent settlement is also on a larger scale and more successful than in other provinces; and I would further observe, that any steps for the complete abolition of slavery will probably first take root in this province.

Population.—Statistics of population, or births, deaths, or marriages, are very little attended to in this province, and consequently the returns which may be obtained are not to be relied on; according to the best official data the population at present may be assumed to be 244,000 free persons and 66,000 slaves, in all 310,000. These figures do not include the wild Indians, whose number cannot be estimated, but of whom there are various tribes wandering in the northern and western limits; the principal tribe is that of the Bugres. Inroads on the settled portion of the province are very unusual.

Ecclesiastical Administration.—The established religion is the Roman Catholic, but other religions are tolerated, though not allowed to be openly practised.

The province of Rio Grande was, a few years since, formed into a separate diocese, and a Roman Catholic bishop, to reside at Porto Alegre, appointed; the diocese is at present divided into a vicarage-general, twenty-six vicarages, sixty-seven parishes, and four curacies. At the present time there are ninety-four priests in the district; most of these are employed in towns, or with the temporary charge of parishes; there are, however, many districts in which no priest resides.

Civil Administration.—The province of Rio Grande, as others in Brazil, is governed by a president appointed by the central government; these functionaries are continually changed, the average duration of the office being about two years. Rio Grande has had many of the principal men of Brazil as its Presidents, including the present Prime Minister of Brazil; Senhor Ferraz, the present Foreign Minister; Senhor Cansansão de Sinimbú, the Marquis of Caixias, General Andrea, and others. There is also a provincial parliament, consisting of thirty members, who meet annually, nominally, on the 1st November, but usually later in consequence of the absence of members; the members receive a small payment for their attendance, and it is their duty to regulate generally all local questions, with the exception of some, such as the importation Customs duties, which are expressly under the control of the Central Government; the prerogatives of the provincial parliament are accordingly very extensive, and they are very jealous in maintaining them intact. There is, however, a general feeling, not only among the administrators of the province, but among the people, that the parliament does not efficiently perform its duties; and this is especially to be noticed when liberal measures, or those involving new and advanced ideas, are proposed for consideration.

The president exercises a general control, partly absolute, partly casual, there being some provisions which by law are left in his discretion, others with regard to which he can only advise.

Administration of Justice—Criminal.—The repression of crime is entrusted in the first instance to the police, whose establishment is regulated in the following manner: there is first a chief of police for the whole province, then the province is divided into 27 districts, for each of which there is a delegate of police; again into 122 minor districts, for each of which there is a sub-delegate of police; finally, the whole is divided into 1,063 districts, more or less, in each of which there is an inspector; under these authorities the police soldiers or constables act.

The chief of police is appointed directly by the Central Government; the persons selected for the post are usually barristers and rising men of recognised talent, and as the office is often a stepping-stone to presidencies or the highest situations in the gift of the Crown, it is much sought after and respected. The chief of police exercises a general control in his department, and acts with, but under the control of, the president. The retention of the nomination to these appointments by the Central Government appears to arise from a desire to maintain more nearly the connection with the provinces, but inconvenience results from the many changes in these officers.

The delegates and sub-delegates of police are appointed directly by the president, who also nominates substitutes, who, in the event of the impediment of the person named, are to take his place in the rotation in which they are named; the number of substitutes are usually six. In all these appointments it is necessary to the confirmation of the appointment, that the persons named make oath to the due performance of their duties, such oaths are made before the town councils.

It is the duty of the delegates and sub-delegates of police to regulate generally policial business in their districts; there seems to be little difference in their attributions, but the delegate has chief control over the district, comprising several sub-delegacies, and both can summarily decide questions within certain specified limits; should the questions be of a serious kind, they will be referred to other authorities, as will presently be mentioned.

The inspectors, or "*Inspectores de Quarteirão*," are required to see that there is no breach of the peace in their districts, and to maintain the laws and local regulations; they should correspond with the delegate of police. The persons nominated are usually merchants, or persons known in the district, and the office is rather nominal than real; the districts often comprise only a few streets in a town, and the persons named seem to hold the office rather from a yearning for the temporary importance it may give them, than from any desire to perform the duties contemplated.

The police soldiers are numerically insufficient for the obligations they are required to perform, the effective force with officers being only 300 for the province, consequently the police service is often effected by the troops of the line, or of the national guard.

The police system, it will be perceived, is not in itself faulty, but there is experienced a great want of proper and independent persons to carry it out; nevertheless, the administration of this service is on the whole satisfactory, and it is creditable to the people that under such control, the distinguishing characteristic of which is inefficiency, more crimes should not be committed.

Criminal prosecutions for grave offences are, after the preliminary process by the police, submitted to a jury of twelve persons; the juries ordinarily meet in each district twice a year, but it may be called together on extraordinary occasions. These bodies are presided over by a judge of right, "Juiz de Direito," who appoints a series of questions to be referred to the jury, who answer aye or nay to each by the majority; the judge then forms the sentence; should the jury be equally divided, the judge gives a casting vote in favour of the accused. Prosecutions of this description are conducted either privately by the parties aggrieved, or publicly in the name of justice by the "Promotor Publico," or public prosecutor. Of the last-named officers, as well as of the judges of right, there is one for each comarca.

It is to be observed that certain crimes, many of them the same as those submitted to juries, may be decided by the judge of right, without the interposition of a jury; the distinction seems to depend upon the manner in which the preliminary process is carried on. The jury system, though long since established in this district, practically is to be considered as in its infancy, the importance of the institution not being yet fully appreciated, and those acting as jurors not seeming sufficiently to understand the responsibility of the obligations imposed on them; thus they will often acquit a prisoner, notwithstanding the clearest evidence of his guilt, merely because he has been incarcerated a considerable time, they considering such punishment adequate. Now, if the penalties of the law are too severe, they should be modified, if the jury do not meet sufficiently often they should be called together at shorter intervals, but to acquit a culprit of a crime of which he is manifestly guilty, and thus to override the law, cannot fail to create a disrespect for the law, and to encourage that lax morality which is unfortunately too prevalent.

The following Table will show the working of the jury system in this province for the past eight years:—

Years.	Prisoners brought before Jury.		Result of Process.		Remarks.
	Accusations.	Number of Persons.	Condemned.	Acquitted.	
1851	85	95	49	55	This statement is official; the differences in the numbers seems to arise from the proceedings of each year not having been clearly divided.
1852	59	71	38	45	
1853	78	105	17	67	
1854	85	96	42	62	
1855	122	135	65	87	
1856	92	94	29	71	
1857	111	121	47	83	
1858	91	107	45	75	

The cases thus brought forward are quite disproportionate to the amount of crime committed in the province, and it will be observed, in illustration of a remark above, that the acquittals are excessive as compared with the condemnations.

The next Table shows the proportion of Brazilians to foreigners brought before the jury; it is notorious that a crime committed by a foreigner will be most severely punished, whilst a similar crime committed by a Brazilian will be passed unnoticed; but, independently of this fact, the respective numbers are disproportionate to the respective population, and much more to the crimes committed by each section; the returns, therefore, can only be considered to indicate a national pride, in order to show the comparative innocence of Brazilians, or, more probably, that foreigners are principally brought before the jury to display to other countries that the forms of law are completely complied with.

PRISONERS brought before Jury.

Nationality.	1851	1852	1853	1854	1855	1856	1857	1858
Brazilians	61	54	71	68	90	60	85	62
Foreigners	34	17	34	28	45	34	29	43

The subjoined statement will show the nature of the crimes adjudged in the past eight years, whether by decisions of juries, or of judges of right:—

STATEMENT of Crime.

Classification of Crimes.	Cases adjudicated in years.							
	1851	1852	1853	1854	1855	1856	1857	1858
Abduction	..	..	..	..	1	..	..	2
Abuse of authority	..	1	..	..	8	9	3	1
Against private liberty	..	..	1	1	5	3	2	1
Assisting escape of prisoners	2	1	2	2	3	..	3	2
Bad conduct	..	..	..	..	3	1	..	..
Bankruptcy and fraud	1	..	..	..	4	4	1	2
Breaking jail.	..	..	..	..	..	1	..	1
Bribery	..	..	..	..	..	..	3	..
Calumny and libel	..	3	1	1	4	..	4	3
Damage	..	2	..	..	1	3	..	2
Employing unauthorized weapons. ..	5	3	..	5	4	6	5	3
Entry into houses of others	..	..	1	..	..	..	..	..
Falsehood	..	1	..	1	1	1	3	3
Illegal meetings	..	..	1	..	..	..	..	..
Manslaughter	31	32	53	39	50	42	36	30
Not classified	..	..	..	..	..	..	..	2
Offences against decency	..	..	1	..	..	..	..	..
Passing base coin	..	..	..	2	4	2	..	..
Peculation	3	..	..	..	..	..	..	..
Perjury	..	..	1	..	..	..	..	1
Polygamy	1	..	1	2	..	1	1	1
Prevarication	1	..	..	..	..	..	..	..
Resistance to authorities	4	1	2	..	..	2	..	1
Robbery	10	4	11	8	7	9	11	..
Theft	9	4	5	7	12	10	8	6
Threats	2	1	1	1	5	2	1	4
Violation	..	..	..	1	1	..	1	..
Wounding	23	11	21	27	36	27	46	38

It is to be observed that the term "manslaughter," as here used, includes the attempt to kill; the term "wounding" comprising other injuries to the body; both these crimes seem referable to the same category, generally involving the perpetration, real or attempted, of cowardly assassination. The great prevalence of this class of crimes is very apparent from the Table, and in view of the triste vista of the state of society which it displays, it may be conjectured that the small number of the lesser crimes noticed arises from the circumstance that such crimes are rarely prosecuted or punished, even though committed, and indeed it is notorious, that many crimes of heinous type are let pass unnoticed.

From what is stated it may be collected, that any comparison of the statistics of crime in this district with similar information relating to England or other parts where the law is efficiently administered, and morality is on a higher scale, would lead to results completely fallacious.

The legislation in Brazil on crime is comprised in a small code, comprising 313 Articles; in this code the various crimes, and the penalties attached, are set forth in few and simple words; the book is within the reach of all, consequently few persons are to be found, at least in towns, who are not acquainted with the principal provisions of the code. The general diffusion of such knowledge seems to have an exceedingly salutary effect in repressing crime, and it seems cause for regret that a system of codification of laws on crime, a plan which is shown here to be easy, just, and, as far as on it depends, efficacious, should not be adopted in countries more advanced than Brazil, where the superior administration of justice would serve to magnify much the benefits derivable from such a publication.

Administration of Justice—Civil.—In order fully to understand the principles of this local jurisdiction, it may be proper to treat the laws not directly penal as of three great divisions: 1st, purely civil and ecclesiastical law, which is based principally on the ancient ordinances of Portugal; 2nd, municipal law, including the execution of local regulations and published acts; 3rd, commercial law, dependent upon the commercial code. The jurisdiction in these classes is conducted in the following manner, first, there are "Juizes de Paz" Justices of Peace, whose districts are the same as those of the sub-delegates of police; they are nominated by the people in the same manner as the Town Council, each four years, and are usually four for each district, and act each for one year; they possess to a limited amount an independent jurisdiction, but their principal duty is to endeavour to conciliate intending litigants, and accordingly every party about to institute a suit at law is bound to prove that he has endeavoured to become conciliated with the opposite party in the presence of the "Juiz de Paz," and the absence of such proof will *in limine* defeat the action. The establishment of the principle here mentioned appears excellent and laudable, but unfortunately those who have to carry it out do not seem to feel it so, and usually merely meet to draw out certificates of non-conciliation in order that the suits may be commenced. These justices have usually a public audience once each week, and private ones in special cases, they are generally nominated from among the Brazilian shopkeepers or merchants.

It will be perceived that the Brazilian "Juiz de Paz" has duties very different from those of the English Justice of the Peace, perhaps the best translation of the term would be Judge Conciliator.

I would here remark upon a prevalent abuse of the system mentioned, which system, nevertheless, I think founded on proper and equitable principles; the accused party, if absent, is summoned by public advertisement, the time limited for his appearance is usually 30 days, if he does not appear he is condemned in his absence, the suit is continued and the sentence of course against him as undefended, and all this without the person accused having the slightest knowledge of the proceedings or any opportunity of answering the plaints, and yet should he revisit this Province his person or property may be placed in jeopardy by such proceedings; the moral taint thus attached, which under other principles would be the most serious question, can scarcely exist under such misuse of power; but the exercise of it is highly discreditable to those who are called upon to maintain the Brazilian laws.

The abuse mentioned has on more than one occasion been applied to shipmasters or others residing in or trading to Europe, and seems calculated only to create disrespect to laws, which if properly carried out would be useful and efficient.

Civil suits after passing through the preliminary and generally fictitious stage of "Conciliation," are brought before the "Juizes do Civel, Municipaes," or "Commerciaes," Civil, Commercial, or Municipal Judges; all these officers are usually centered in one individual in each municipality; in large towns, such as Rio Grande and Porto Alegre, there are two with concurrent jurisdiction, it being in the option of the plaintiffs to bring the action before either; but the form of plaint and appeals being somewhat different according to the nature of the case, and the nominal designation of the judge. The nomination of these judges is as follows:—the judges, usually barristers, are named directly by the crown, and the President of the province names six substitutes, merchants or others of the place, those named directly rarely act, as they usually accept the post as a mere step in promotion, or if they arrive are mostly occupied as substitutes of the judges of right, thus the jurisdiction remains almost always with the substitutes, who being appointed generally for mere political motives from among the ordinary persons of the place, among whom they support their friendships or enmities, prove themselves quite incapable to carry out the law independently.

The civil suit is usually conducted by petitions to the judge, who places thereon arbitrarily such orders or decision as he thinks fit, these, with the arguments of counsel and evidence of witnesses, if any, and a number of unnecessary declarations of the judge's secretary, the only object of which seems to be the accumulation of costs, are massed together, and form what are called the "autos," upon which the definitive sentence is passed by the judge; from him there is an appeal when the case passes a certain amount to the judge of right of the district, afterwards to the Court of Reference, "Relação," of Rio de Janeiro, and in commercial causes to the Tribunal of Commerce of the same place, thence there is further an appeal to the Supreme Council, and in the last instance to the Emperor. Similar appeals lie in criminal cases, and in such cases the judge of right is occasionally bound to appeal even from his own decision.

As above stated an appeal in civil causes lies to the judge of right, these are the highest judicial authorities in the province, they are generally barristers appointed by the Central Government, and in the event of their not acting, substitutes, usually six, are appointed by the Provincial Government, these substitutes are according to custom the municipal judges of the towns, in or most near to the comarca, over which the judge of right presides; the duties of the judge of right, as will be perceived from what has been stated, are very important, his jurisdiction being not only direct, but appellative civilly and criminally, besides he should exercise a general control over other judicial officers, in order that they should properly discharge their functions.

The administration of civil law as practised in the district, is exceedingly discreditable to the country, the faults committed seem to arise rather from defects of system than from inefficiency of law, as the laws in the main are good; first, the judges merely receive a miserable pittance insufficient to maintain them, the judicial fees are also insignificant, though the fees of the secretary, who is usually also notary public, are large; the judge is consequently obliged to look for other means of obtaining a livelihood, and generally enters into some business, the ties and compromises of which prevent him from acting independently as judge, then these officers are being continually changed, so than it is rare to find a regularly nominated judge in charge of his position, and the substitutes who act are, as a rule, persons wholly ignorant of law; the system of substitutes also work most vexatiously; there are, as stated six substitutes to the municipal judge, should none of them wish to act (and each has the power to avoid by declaring himself a suspected party in the case), the matter goes to the town councillors in rotation, then to the municipal judge and town councillors of the adjoining town, and so on throughout the Camarca; this principle is manifestly adopted for the protection of litigants, in order that they may under all circumstances obtain speedy justice; but the working is quite in contradiction to the intention, the persons with whom the decision of the case should rest, will often, even by previous arrangement, declare themselves suspected parties, and thus let the case run on until it gets into the hands of the unscrupulous friend of the more influential litigant, such a judge will of course give a decision accordingly, and though an appeal may lie, such will rarely be useful, as the desire which exists to maintain judicial importance will often cause that a sentence, even manifestly illegal, should be confirmed. There are besides many other abuses in practice, such as the power of the secretary, who enters the evidence to falsify the same, and the extreme accumulation of certificates and so forth.

For a remedy of these recognized evils, we must look to a thorough change of system and of morality; there are, however, some objections which might immediately be satisfied by the appointment of independent men as judges, who should not be subject to constant removal, and who should be granted a salary at least sufficient for maintenance, with a prohibition to enter into other employments beyond their judicial functions; the responsibility of judges, now a mere fiction, should also be increased, and the system of substitution placed under control.

After nearly nine years residence in Brazil, and much experience in legal questions therein, I am led to the conclusion that the administration of civil law is of all departments of the Government the most faulty, and even injurious, as the abuses of the law, at all time sufficiently manifested, seem purposely exaggerated in the case of foreigners.

In this place another authority should be mentioned the "Juizes dos Orphoes e Auzentes," the judges of orphans and absent persons, these are the authorities who take charge of the property of orphans and of intestate, and absent persons; in the case of deceased foreigners intestate, the judge should act in conjunction with the Consul, to whom the administration will be left, if the property should be of little value, but if large, the judge will interfere, so as at least to accumulate costs.

Representative System.—The province of Rio Grande is represented in the Imperial Parliament by three senators in the Upper House, and by six deputies in the Lower House, and in the Provincial Parliament by thirty deputies; the elections are conducted on the general principles prevalent throughout Brazil. The two great electoral divisions, northern and southern, are divided for purposes of convenience in electoral colleges or sub-districts, for the collection of votes. The total number of persons at present qualified to vote in the province are stated to be, for the northern district 17,586, for the southern district 22,701; total 40,287; these persons select from their body a certain number fixed for each locality by the Presidency, and these latter, called the electors, nominate the Imperial and Provincial Deputies; the number of electors are for the northern district 266, and for the southern district 276; total 542. The general voters above-mentioned elect also the town councils and Juizes de paz, according to the localities; all the elections take place each four years, and the plan of substitutes before-mentioned is prevalent in regard to Deputies, Town Councillors, and Juizes de Paz; but the substitutes in these cases are chosen by the voters and not by the Provincial Government; in these cases it generally works very well, thus offering a marked contrast to the abuses of the system as practised by the judicial authorities; the advantages of having substitutes appears principally to consist in the circumstance that if by the death or other impediment of a person elected a vacancy occurs, such void may be immediately filled up by the substitute without the inconvenience of another election; and as from the system of voting, the elect are usually of the majority, and the substitutes of the minority, a voice is thus very properly given occasionally to those of the minority. The system of selecting electors seems also good, as these, being the more respectable persons of the locality, and few in number, conduct the general elections of deputies without any of that popular pressure and disturbance which is unfortunately too prevalent in more advanced countries.

Education.—The schools in this province are divided into public and private, elementary and advanced, for males and for females.

There are 151 elementary public schools sanctioned by provincial laws, of these 41 are vacant, thus making the existing number 110, of these 95 are for males, having 2,960 pupils, and 56 for females, with 1,841 pupils. There is besides one school or college at Porto Alegre for more advanced education, the expense of this latter establishment is large, but the number of pupils are less than thirty, as those who desire advanced education for their children prefer to send them to Rio de Janeiro, or to other parts.

The provincial expenses for the support of those schools has been as follows, during eight past years:

Years ending 30th June.		Currency. Reis.		Sterling. £
1851	..	86,519$000	..	9,372
1852	..	90,901$000	..	9,847
1853	..	97,618$000	..	10,575
1854	..	99,134$000	..	10,739
1855	..	95,156$000	..	10,308
1856	..	86,695$000	..	9,391
1857	..	101,069$000	..	10,949
1858	..	135,666$000	..	14,697

There are, besides the above, 82 Private Elementary Schools, 53 for males, with 1,872 scholars, and 29 for females, counting 625 pupils; there are also private tutors, but few in number and with little employment. There are 50 private schools of more advanced pretensions, 44 for males, and six for females, the number of pupils being 222 males, and 30 females.

To judge of the probable advancement of a people by the number of children who attend schools, would manifestly lead to erroneous conclusions, the essential point to consider is the amount and quality of the information imparted, and the advantages and principles which the recipients derive therefrom.

The instruction of the young is, however, always an important consideration, especially in connection with the future prosperity of a new country such as this. The Provincial Government have, not only devoted much attention to the promotion of instruction, but have expended, in proportion to the revenue, considerable sums for this object; the result has, nevertheless, been unsatisfactory: the President in a late address to the Assembly makes a calculation from which it would appear that whilst in England the persons receiving public instruction are one in 11·2 of the population; in the United States one in 4·6; in Prussia one in 7·6; and in France one in 18·0; in Rio Grande the proportion is as one in 95·6: the statistics upon which these data rest are incorrect, but the paragraph is quoted as it tends to show the desire of the superior authorities to remedy the existing backwardness and to be guided by the example of other nations.

The principal matters taught in these schools are, for boys, writing, accounts, the English language, and the Roman Catholic doctrine; for girls, sewing and embroidery, writing, playing the piano, and dancing; the pretensions of the teachers are, however, on a far more extended scale, as there is scarcely any object of the most abstruse sciences and classics which they do not assume to teach; but the want of general information on the part of the professors, and of the local population is very remarkable. One principal difficulty is the want of teachers adequate to their duties, and it seems that there would be an opening here for two or three professional teachers of superior class; a knowledge of the Portuguese language is, however, an essential requisite; another difficulty in advancement arises from the limited nature of occupations, which are either the taking charge of country establishments, trade or shopkeeping, or employment under Government; the last mentioned is especially demoralizing, as the employés being very insufficiently paid and the officers much sought after, much peculation is thus induced: for the other occupations the parents seem to consider that little general information is required, consequently little is bestowed. The Brazilians of this district rarely read more than the daily prints, which being usually engaged in personalities, are not calculated to convey information or improvement, in fact it is uncommon to find an intellectual book in any house; those bred to the law or occupying positions connected therewith are an exception, as they have their books of reference.

Military Force.—Rio Grande, as the most important frontier Province of Brazil, usually contains a larger disposable force proportionately than any other Province, with the possible exception of Rio de Janeiro: the troops of the line at present consist of about 4,500 men, chiefly infantry; the number of qualified national guards are about 36,000, principally cavalry, there being 26,000 considered liable to active service, and 10,000 as a reserve force; the whole force would therefore be about 40,000; in case of an emergency probably half of this number would only be available, as from various motives many qualified as national guards could not act, and others would be required to garrison towns and to perform police duties: the national guard cavalry are usually fearless, and excellent horsemen, but undisciplined; they are capable of becoming very good troops.

Immigration.—For many years there has been a small current of emigration from Europe to this Province, those who arrive for permanent settlement may at present be about 3000 persons yearly, a few coming spontaneously; but the greater number coming through Government contracts, or being brought by private speculators, who receive from the Provincial Government for each person Rs. 30$000 or Rs. 15$000, £3 5*s.* 0*d.*, £1 12*s.* 6*d.*, according to age and sex. Almost all the immigrants arriving are Germans, chiefly from Hamburg, Bremen, Holstein, Oldenburg, and the Rhenish Provinces; there are also some Belgians and Swiss; but the injustices practised, and the ill success experienced respectively in reference to the Irish and English colonies attempted, seem very properly to have warned the intending emigrants from the United Kingdom to direct their views to Australia, Canada, the Cape of Good Hope, or the United States, consequently none settle here.

As a full Report on the subject of immigration to this Province was forwarded by me not long since, and has been published, I shall limit myself in this place to registering some official details which have posteriorly been conveyed to the public.

The colonies of the Province, with the colonial, exclusive of the general population, are stated to be as follows:—

Colonies.	Colonial population.
São Leopoldo	12,500
Santa Cruz	2,723
Santa Maria da Soledade	6,504
Mondo Novo	1,005
Nova Petropolis	512
Torres	461
São Pedro d'Alcantara	444
Santo Angelo	394
São Laurenço	206
Eshella	192
Conrentos	188
Santa Maria da Boca	142
Pedro II.	137
Mariante	57
Total	20,465

There is besides a small military colony, consisting of 28 soldiers; some of those mentioned above may be considered as now ingrafted in the general population.

The number of those who entered the Province strictly as colonists, seem to have been as follows during nine years past:—

1850	128
1851	289
1852	597
1853	332
1854	382
1855	439
1856	429
1857	1,522
1858	19,28
1859	about 2,200

The only colony which is really in an undoubtedly flourishing condition is that of São Leopoldo; the progress may be judged of by the following approximation to the value of the exports in various years, viz.:—

Years.	Currency. Reis.	Sterling. £
1845	393,282$000	42,605
1849	450,000$000	48,750
1853	600,000$000	65,000
857	822,837$000	89,640

Almost all the colonies continue to remain isolated from the general population, and unless there should be a thorough change of system or a great diminution of slavery, no change should be expected in this respect.

Native Indians.—There are, as has been stated, many Indians inhabiting the remote districts of this Province, but the efforts of the governing powers to bring them to settled habits appear to be not only meagre but injudicious. Four villages for the settlement of Indians have been formed, the names of which, and nominal occupiers, are as follows:—

Villages.	Males.	Females.	Total.
São Vicente	430	316	746
Nonohay	289	281	570
Santa Isabel	100	120	220
São Nicolaõ	88	125	213
Total	907	842	1,749

These settlements are retrograding, for instance in 1855 the population of Nonohay was 938, and for some, such as that of São Vicente, the Provincial Government can take no credit, as they have been formed by Indians already settled in Missiones or in other parts. I visited the village of São Nicolão, near Rio Pardo, but saw no signs of progress. Throughout the Province there are many of Indian race, sometimes intermixed with the general population, sometimes one or more families living together.

The tribes of Indians living in the woods are usually styled by the names of their chiefs, the principal separate designation is that of the Bugres, there are also many Guarani Indians; the Bugres are often regarded as cannibals, but, having conversed with several persons who have been amongst them, I cannot find that there is at present any grounds for such an imputation, and various instances have occurred when white persons who were in their power were treated with respect and even with kindness. The Indian men are usually tall and muscular, the women comparatively short but strongly formed, and the children of the half white blood are usually healthy, good looking, and strong, being in many respects calculated to form a better race than the negroes and mulattoes, who are in a great measure forming the local population.

It cannot but be regretted philanthropically and as a matter of policy that efficient measures have not been taken to reduce to regular habits the Indians who inhabit this Province; that it can be done the example of Paraguay and Missiones sufficiently proves, yet in regard to these Indians, the original occupiers of the soil, the prevalent desire seems to be for their extermination, and though that which is required for the prosperity of the Province is inhabitants to develop its resources, a preference seem to be given to negroes from Africa or others retained unwillingly in slavery, and practically no advantage is taken of the immense fund of wealth which, through the civilization of the native population, exists in the very district.

Slavery.—The reports respecting slavery which I have forwarded annually for a series of years have been so full that it need only be remarked in this place that the number of slaves in this district are diminishing, and that the Province will probably continue to prosper in proportion to the diminution.

A real and valuable immigration and corresponding advancement can only be expected to arrive after the abolition of slavery, whether this takes place by the legislation of the Province, or by force of circumstances.

Principal Ports.—The ports are those of Rio Grande and Porto Alegre, the first being the only available maritime port, and the latter an interior port. This maritime Port is approached by the estuary called the Rio Grande, which forms the outlet of the inland lakes and rivers; the bar at the entrance being difficult, shallow, and changeable, forms a considerable impediment to commerce; it seems prudent that vessels arriving should not be laden more than 11 feet, as the avoiding of the risks and delays of remaining out of sea (it might be for a considerable time), and extra towage expenses, will usually more than compensate the loss on the freights obtainable by a deeper lading: vessels about to proceed outwards from the port, incurring lesser risks, might with propriety load about half a foot deeper. Vessels having crossed the bar proceed up the estuary to a point called the Red Buoy, where the regular channel leads to São José do Norte, and where there is a deviating channel to Rio Grande do Sul, the latter is only suited for vessels drawing less than ten feet, consequently those of heavier draught proceed to São José do Norte, and there a part of the cargo is discharged until the vessels are sufficiently lightened to return to the Red Buoy and reach Rio Grande do Sul. It is, however, to be observed that vessels, coming with salt or coal only, are allowed to discharge the whole cargoes at São José do Norte; also vessels proceeding outwards and loading produce of the Province in bulk, as salted hides and bone ash, may complete the cargoes at São José do Norte.

São José do Norte lies N.N.E. by E., about three miles from Rio Grande, there being a boat channel which is much shorter than the course round the Red Buoy: at São José do Norte there is an establishment for the collection of public dues, and, until lately, there was a Custom House; the situation is in many respects superior to that of Rio Grande do Sul, the anchorage being also excellent and on an average 36 feet deep.

The Customs House of the Province are those of Rio Grande, Porto Alegre, and Uruguayana; there are besides several establishments for the collection of public dues having nearly the same powers as the Custom Houses. The British trade principally suffers from the abolition of the Custom House of São José do Norte, as from the comparatively heavy draught of the vessels they used to load and discharge at that port, and considerable delays and losses in lighterage and towage are caused by the requirement that they should proceed to Rio Grande do Sul: Uruguayana, situated on the Uruguay, above the falls is scarcely available for British commerce.

Porto Alegre, the capital, situated at the head of the Lake Patos, is a port of increasing importance, and available for vessels of nine feet draught, but subject to delays; vessels of slightly greater draught may reach the port: it has now a direct and regular trade with Hamburg and Monte Vidéo; but the chief business is with Rio de Janeiro. The principal difficulty in the navigation arises at the Cangussú, which may be considered as the bar of the Lake Patos; the voyage through the lake is well marked by buoys and beacons: the channel when approaching Porto Alegro is narrow, especially at the point of Itapaõ; in all cases it seems advisable, and indeed is required, that masters proceeding thereto should have a pilot on board.

Lakes and Rivers.—The Province of Rio Grande is remarkable, as possessing a larger amount of water communication than any similarly sized district in South America; the Lake Patos is also the largest in the known continent. The Lake Patos stretches through about two degrees of south latitude, from 30° to 32°; the Lake Mirim about one and a half degrees southwards: the former may be said to disembogue into the estuary of Rio Grande, over the Cangussú bar; from the waters of the lake and those of the rivers discharged therein there is often a strong current, the latter nominally disembogues into the same estuary over the bar of Pelotas, but the current is usually strong; this bar of Pelotas is at the northern extremity of the River São Gonçalo, and is shallow, the average depth being about four feet; the river, upon which, at the western side, lies the town of Pelotas, connects the Lake Mirim with the Rio Grande estuary, it is deep throughout its course, but at the southern side there is also a shallow bar into the Lake Mirim, even more shallow than the Pelotas Bar; this is called the Sangradouro, and although some attempts have been made to deepen it, they are not proportionate to the requirements of trade. Along the banks of the Lake Mirim, at both sides, there is a considerable commerce in local produce, some facilities have lately been conceded to the Brazilian vessels to navigate the lake, and the effect has been very beneficial.

The principal rivers are the Uruguay, which binds the northern and western parts of the Province, and is navigable throughout almost its whole course; the Jacuhy, which enters the Lake Patos at Porto Alegre, and is navigable to Cachœira, about 120 miles; the Vacacahy, which is really a continuation of the Jacuhy, and is navigable to São Gabriel, 135 miles; the São Gonçalo, which connects the Lakes Patos and Mirim, and is deep throughout; the Taquary, from the hills to the Jacuhy; the Jaguarão, and Arapehy, forming the southern boundary of the Province, west and east side, respectively; the Camaquam, an available river, much impeded at present, running into the Lake Patos, a German colony has lately been formed near this river; there are besides many smaller rivers, such as the Piratiny, subsidiary to the São Gonçalo; the Ibicuy, and Quarahim, discharging in the Uruguay; and the Gravatahy, Cahy, and São Leopoldo, rivers near Porto Alegre; strictly speaking the mouth of the Jacuhy is called the Guahyba; into the Lake Mirim is discharged the River Sebolati, a principal stream of the Republic of the Uruguay.

The only work of importance effected since the date of my last report on these subjects (1852) to facilitate the internal navigation has been the partial removal of the trees and other impediments which obstructed the river Vacacahy.

Internal communications.—The steamers employed on the lakes and cleared rivers usually make the following voyages:—

Rio Grande	to Pelotas..	Daily.
"	" Porto Alegre	Twice-a-week.
"	" Jaguarao	Fortnightly.
Porto Alegre	to São Leopoldo	Twice-a-week.
"	" Rio Pardo	Weekly.
"	" Cachœira	"
"	" Taquary	"
"	" Larangeiras on the Cahy	"
"	" Bar near Pedras Brancas	"

Besides the steamers there are registered 200 hiates (decked vessels), 220 large boats, 88 boats, and 350 canoes; there are also various unregistered boats.

Notwithstanding this large number of vessels, freights for the interior ports are very considerable.

The transport overland is much more difficult and expensive than that by water, and in fact in this respect the province is very backward. There are neither railways nor canals, though the district offers facilities; the bridges are few, and those that exist are of a very inferior kind, whilst the so-called roads are undeserving of the name, except in the immediate neighbourhood of towns, as shortly afterwards they diverge into mere tracks or horse-paths. From the absence of these necessary communications a great impediment to the prosperity of the province arises, affecting agriculture most unfavourably; as instances It may be mentioned, that attempts were lately made, as already reported, to grow wheat on a large scale; but the agriculturists found that the delays and expenses of transport were so great that their flour could not compete with that coming from the United States. My attention has also been called to cases when persons having successfully cultivated maize in the interior, were barely able to obtain for it in the market town the price of the transport thereto. The produce of the interior is usually conducted to the market port in heavy unwieldy carts drawn by four or six bullocks, which will often require two days to perform the service, which might in as many hours be effected by horses with light spring carts, there is thus a considerable loss of power, as bullocks are valuable for farm work.

It may be incidentally remarked that the countries, 1. from São José do Norte to Porto Alegre; 2. from

Porto Alegre to São Leopoldo; 3, from Rio Grande to Pelotas; and 4, from Pelotas to Piratiny and Jaguarão, are well suited for the construction of railways, the only serious engineering difficulties appearing to be the crossing of the river Gravatahy on the first named, and the crossing of the river São Gonçalo on the third named route; there are many other appropriate localities, but the present traffic on those mentioned seems with the increase constantly experienced in such cases sufficient to support the enterprises mentioned.

The construction of canals offers difficulties from the yielding and sandy nature of the soil where they would be most valuable; but it seems such works would be possible from the lake Patos to the Rio Grande, or from the former to the sea, by a line above Mostardas, or to Tramandahy or Torres.

The impediments to all these works arise not so much from natural causes as from the avarice and corruption of those engaged therein; thus it is not unusual to charge to the Government for a work accomplished ten or twenty times as much as it cost, and in the works regularly contracted for there is a very small portion of the sums agreed upon laid out on the work, the remainder going to contractors, friends, patrons, and so forth; accordingly the good wishes of the Provincial Government, who liberally vote sums for these improvements, are, if not completely defeated, deprived of the expected results.

Agriculture.—The facilities which this province offers for the growth of most of the grains of Europe, besides many products not at present known in the European markets, is very great; there is thus an immense prospect for the talented agriculturist, but he has two principal difficulties to contend with, the cost of labor, and of transport; both these objections might be removed, the first, by the abolition of slavery and encouragement of immigration, and the second, by proper means of transport; but at present although agriculture is often profitable, there is unfortunately much risk attached thereto.

Agricultural Products.—Including under this head not only the products directly cultivated on the soil, but those which may be considered as attached thereto; it may be observed that in my report of 1852 I alluded especially to various products, such as cotton, tobacco, wool, bone dust manure, chinese tea, leather, xarque, and matté, and inasmuch as no remarkable change in regard to those products has occurred during the past eight years, it seems unnecessary now further to refer to them. There are, however, some articles not mentioned in the previous report, which being suitable for trade it may be useful to mention *seriatim* in this place, viz:—

Feijoes.—These are the small beans of the country, black, white, and variegated, the first named being the most common; they grow very freely, giving abundant produce and an ample return for the labor of their cultivation. There is now a regular trade in these articles to Rio de Janeiro and the River Plate, and it seems probable that in time they may become articles of export to Europe.

Maize.—This grain also produces with remarkable facility throughout the province, its cultivation would be very remunerative were it not for the difficulties of transport; much maize is consumed in this district and some exported, the price is, however, too high to admit of its being forwarded to Europe at present.

This grain seems susceptible of many uses to which it has hitherto not been applied in this district, such as for the preparation of malt liquor or spirits, also as a vegetable the young pod is excellent; in the interior, maize is much used for making bread cakes, also for feeding horses, fowls, and swine.

Farinha.—This is the flour prepared from the root of the mandioca tree, (from which is also derived tapioca, &c., well known in England); it is a considerable article of internal commerce, and, according to the price, of import or export; the mandioca succeeds well in the northern parts of the province, though not so advantageously for the agriculturist as in Saint Catherines, Paranà, or Saint Pauls; mandioca flour is a good and wholesome article of food, the large advantages obtained from it in Brazil are marked by the circumstance that to it is applied the generical term "farinha flour," whereas pulverized grains are specifically designated as farinha de trigo, de milho, "wheaten flour, maize flour," &c. Mandioca flour, matté tea, and possibly feijoes, may at a future time, if properly introduced, become important articles of domestic economy in the United Kingdom.

Cachaça or Canha.—These are different qualities of the colorless spirit extracted from the sugar cane, being the spirituous liquor most consumed in this country; it is commonly called by Englishmen white rum, but it differs from rum in many respects, in consequence of the diversity in the mode of preparing each; the sugar canes of this district which grow without difficulty in the northern parts are neither so large or succulent as those in the warmer provinces of Brazil, consequently the manufacture of sugar is not profitably carried on, as this article can be obtained cheaper from other parts, and accordingly the sugar canes are used for the manufacture of spirits, in which there is a growing trade in some districts; the price of a pipe of Cachaça or Canha may be about £7 to £10, Canha being the most inferior.

Cochineal.—The coccus insect is plentiful in this province, especially in the northern parts, and the peculiar species of cacti, vulgarly called the prickly pear, upon which it chiefly flourishes is immensely diffused throughout the country. The coccus has brought wealth to Teneriffe, and seems likely, even in Madeira, to supplant the cultivation of the grape; but in this province although I have pointed out the insect to many in the country, they do not seem to comprehend that it would possess a commercial value, and it does not appear that any attempt to utilize this valuable product has hitherto been tried here.

Silk.—There seems many probabilities that the silk caterpillar (Bombyx and Mori) may be naturalized in this district, as the climate is genial 50° to 86° Fahr. in the shade; and the wild mulberry tree, perhaps the best for the production of silk, grows luxuriantly and is propagated with facility on suitable light dry soils, seeming nevertheless sufficiently succulent for the purpose required; however the attempts to introduce the silk caterpillars have to the present time being isolated and on a small scale, though sufficient to stimulate further efforts.

Wax.—I would call attention to two kinds, common beeswax and insect wax, the former is plentiful, it is already an article of trade; but from the circumstance of bees swarming in this district twice and even thrice in the year, both it and honey might with some attention take a much higher place in connexion with the produce of the country. The insect wax is almost unknown even in this province, it is produced by a small insect on the branches and leaves of certain shrubs in the northern parts, the wax is white, and with little preparation is suited for candles and various other useful purposes; it is so abundant, that a person employed superficially gathering it may earn a very profitable return for his day's work. I do not recollect anything similar to this wax in other countries, and consequently think it worthy of a note in this place, as the article might be rendered available.

Oranges.—The orange tree grows so freely in this province as to be a wild plant, though usually cultivated, the produce is abundant, whole cargoes being exported to the river Plate, however full advantage is not taken of the product, much being wasted.

Castor Oil.—The mamont (*Recivus Palma Christi*) which produces the castor oil nut grows wild in all parts of this province, and with proper care the seeds might be collected in immense quantities, the oil expressed, as is well known, serves medicinal purposes; but it is also commercially valuable for lighting and other objects, little nevertheless is done to profit by so useful a natural product.

Timber.—Special reports referring to the supplies of timber obtainable from this Province having lately been forwarded to Her Majesty's Government, it may suffice to mention that the private efforts to establish a foreign trade in this article have not to the present time been successful: a company formed for the special purpose of promoting such a trade might have more encouraging results. Several forests of useful timbers, such as Ipé, Grapiapunha, Angico, &c., have lately been discovered, and the clearance of the River Vacacahy has opened up a district plentifully supplied with superior woods.

Minerals and Coal.—Little or nothing has been done to explore the mineral wealth of this Province, excepting as regards coal, some fields of which have been found near Porto Alegre; at first they were worked by the Provincial Government, who conceded their rights to a private company, by whom however the enterprize seems to have been abandoned; the principal difficulty arose from the cost of transport, the coal being of an inferior quality, but with indications that at deeper levels it might improve.

Commerce.—The trade in British vessels to the port of Rio Grande is shown by the following Table for the past ten years:—

TRADE in British vessels.

Years ended 31st December.	No. of Vessels Inwards.	Tonnage.	Value of Cargoes.	
			Imports.	Exports.
			£	£
1850	69	10,351	178,233	170,838
1851	61	8,385	219,868	153,736
1852	41	5,467	141,555	101,475
1853	31	4,795	112,244	146,241
1854	37	5,894	71,240	69,509
1855	44	6,617	93,580	75,105
1856	34	5,300	98,036	145,201
1857	55	8,381	243,744	249,477
1858	43	6,263	79,354	110,742
1859	49	6,653	122,917	178,216

The apparent falling off in 1853, and following years, arises from a difference of method in calculating the amounts so as to be nearer the real invoice value; the actual trade has increased, but is more divided; it is, however, to be noted that this table does not convey a correct view of British trade, as a very large portion of British goods are conveyed in foreign bottoms, especially since the repeal of certain laws affecting foreign navigation.

The statistics obtainable with regard to importation and exportation are incomplete, and even the Provincial Government is not supplied with the required information; the following tables referring to the whole Province will, however, give a generally correct view of the trade, and are founded on official statements:—

Importation.

A.—FOREIGN PRODUCE imported direct, despatched for consumption.

Years ending 30th June.	Value of Goods.	
	Currency.	Sterling.
	Reis.	£
1852	4,088,406$000	442,911
1853	4,752,664$000	514,872
1854	4,768,766$000	516,616
1855	3,596,354$000	389,605
1856	3,985,617$000	431,775
1857	5,842,641$000	632,952
1858	4,821,916$000	522,374

B.—FOREIGN PRODUCE imported coastwise, despatched for consumption.

Years ending 30th June.	Value of Goods.	
	Currency.	Sterling.
	Reis.	£
1852	4,280,468$000	463,717
1853	4,506,933$000	488,251
1854	4,377,202$000	474,196
1855	3,856,093$000	417,743
1856	3,083,613$000	334,058
1857	4,497,039$000	487,179
1858	5,221,428$000	565,654

C.—FOREIGN PRODUCE despatched for re-exportation and transhipment.

Years ending 30th June.	Value of Goods.	
	Currency.	Sterling.
	Reis.	£
1852	726,501$000	78,704
1853	213,126$000	23,088
1854	226,109$000	24,495
1855	223,836$000	24,248
1856	267,618$000	28,991
1857	222,083$000	24,058
1858	752,511$000	81,522

D.—BRAZILIAN PRODUCE despatched for consumption in the Province.

Years ending 30th June.	Value of Goods.	
	Currency.	Sterling.
	Reis.	£
1852	2,014,977$000	218,289
1853	2,412,436$000	261,347
1854	1,903,773$000	216,242
1855	2,145,883$000	232,470
1856	3,271,155$000	354,375
1857	3,564,158$000	386,117
1858	3,830,871$000	415,011

The above tables being calculated upon the official value, which may be about 50 per cent. below the real value, it would appear (Tables A. and B.) that the average annual consumption of foreign goods has been, in the seven years mentioned, of the official value of £954,557, or real value of £1,431,836; but this only refers to four custom houses from which the returns have been obtained, and therefore does not nearly indicate the actual consumption of foreign goods, which are introduced not only through various other authorized departments, but by contraband. It further appears (Table C.) that the amount of foreign goods re-exported, not included in the preceding tables, averaged £40,729 yearly, and likewise (Table D.) that the consumption of Brazilian goods similarly introduced averaged £297,693 yearly.

E.—OFFICIAL VALUE of goods imported, and duties paid thereon, as returned by the Treasury Department.

Years ending 30th June.	Official Value.		Duties.	
	Currency.	Sterling.	Currency.	Sterling.
	Reis.	£	Reis.	£
1858 ..	6,562,320$000	710,918	1,640,580$000	177,729
1859 ..	5,734,145$000	621,199	1,433,536$000	154,299

This statement seems merely to apply to imports subject to duty, those goods which have paid the duties in another Brazilian port, as well as others specified, being exempt; it would appear from the above that the average rate of duty levied in the Province amounts to twenty-five per centum upon the official value of the goods subjected to this payment.

The principal articles of import appear to be of late years as follows:—British manufactures, especially printed calicoes, cloths, and baize; United States' flour and cottons; Brazilian sugar, coffee, spirits, and tobacco; wine, oil, vinegar, and rice, from various countries, principally the Peninsula; salt from Cadiz, Lisbon, and Cape Verds; British earthenware, hardware, and coals; besides a variety of other articles supplied chiefly by the countries mentioned, and also by France and the Hanseatic Towns.

Exportation.—The value of the exportation in the following articles, viz.: black cattle hides, Xarque beef, grease, tallow, hoofs, horns, cuttings, tongues, hair, horse hides, mandioc flour, small beans, maize, and matté, is stated in an official paper to have been as follows during five years to end of 1857:—

F.

Years to 31st December.	Currency.
	Reis.
1853	10,635,292$000
1854	10,182,189$000
1855	10,773,045$000
1856	11,788,723$000
1857	14,881,661$000

This statement is manifestly inaccurate and deficient in many respects, as not only does it include but a few, though the most important, of the articles of export, but many public establishments, through which exportation is sent, have not furnished the required returns to the Provincial Government, reliance has therefore to be placed on estimates, of which I have formed the following, taking as a basis the valuations in the above return:—

G.—Value of exportations in fourteen articles above specified.

Years ending 31st December.	Currency.	Sterling.
	Reis.	£
1853	10,884,936$000	1,179,201
1854	11,060,911$000	1,198,265
1855	10,816,137$000	1,171,748
1856	12,806,089$000	1,387,326
1857	14,881,661$000	1,612,179

This calculation is formed upon the preceding Table F., assuming the deficiencies to have rated per centum in 1853, 2·62; in 1854, 8·63; in 1855, ·40; in 1856, 8·63; in 1857, the returns are more complete and are taken at the amount declared.

This would give an exportation of the article mentioned to the average amount of £1,309,743 yearly on the same years mentioned, and adding 20 per centum for the many articles excluded, among which bone ash and bones are conspicuous; the average total exportation would amount at least to £1,571,691 per annum.

An official statement of the Treasury gives the exportation for the past two years as follows, according to the duties paid:—

H.

Years ending 30th June.	Official Value.		Duties.	
	Currency.	Sterling.	Currency.	Sterling.
	Reis.	£	Reis.	£
1858 ..	6,031,147$000	653,374	422,180$000	45,736
1859 ..	7,115,062$000	770,798	498,054$000	53,955

This statement, as well as that of E. quoted above, is manifestly below the reality, the estimates being based on the duties paid. According to the above statement the export duties would average nearly seven per centum.

The principal articles of export are cattle hides, dry and salted, Xarque, grease, hair, bone ash, Caxaça, wool, matté, horns, sugar,* cuttings, tallow, horse hides, bones, hoofs, and mandioc flour; these being placed nearly in the order of their respective official values.

Almost the whole of the exports are sent to the United States, to the United Kingdom, or to Brazil.

This report has extended to a greater length than I had anticipated, omitting therefore various points worthy of a passing notice. I shall conclude by referring to the revenue and expenditure of the Province as distinguished from that which is appropriated to, or borne by, the empire at large.

The following table shows the total provincial revenue and expenditure during six past years:—

Revenue and expenditure, Province of Rio Grande do Sul.

Years ending 30th June.	Revenue.		Expenditure.	
	Currency.	Sterling.	Currency.	Sterling.
	Reis.	£	Reis.	£
1852 ..	642,314$000	69,584	578,396$000	62,659
1853 ..	565,656$000	61,279	551,594$000	59,756
1854 ..	605,743$000	65,622	565,122$000	61,221
1855 ..	713,851$000	77,333	736,062$000	79,740
1856 ..	837,726$000	90,753	760,857$000	82,426
1857 ..	1,048,717$000	113,611	1,306,318.000	141,567

The following items constituted the revenue for the year last mentioned, 1857:—

Receipts in year ending 30th June, 1857.

Whence derived.	Amount.	
	Currency.	Sterling.
	Reis.	£
Export duty 3 per cent. on Xarque ..	180,312$000	19,533
Export duty 3 per cent. on black cattle hides	158,105$000	17,128
Tax on spirits sold for consumption ..	134,255$000	14,544
Export duty 3 per cent. on provincial products	120,661$000	13,071
Heritage and legacy duty	91,767$000	9,941
Tax of Rs. 2$000 on each head of cattle slaughtered for public consumption	80,559$000	8,727
Tax on slaves	77,428$000	8,388
Town-house tax	77,401$000	8,385
Debts repaid	38,142$000	4,132
Tax of Rs. 800 on each head of cattle, &c.	33,623$000	3,642
Extraordinary receipts	27,074$000	2,933
Tax of Rs. 50$000 on each slave removed from the Province by sea or land	16,100$000	1,744
Ship's passports	5,664$000	613
Unclaimed lottery prices	3,040$000	329
Tax paid by public employés	2,566 000	277
Proceeds of sheep imported	970$000	105
Registration of schools	450$000	48
Tax of Rs. 40$000 on auctioneers and other establishments ..	280$000	30
Tax of Rs. 200$000 on each slave imported	200 000	21
Interest of 9 per cent. per annum charged to debtors to the treasury	113$000	12

A trifling difference in the total of the above items as compared with the amount in the table immediately preceding, arises from the omission of quantities less than a milrea. On view of the above table it will be at once apparent that a great portion, about half, of the provincial receipts are derived from duties on exportation, a method of collecting revenue which has been condemned by many celebrated financiers; it will also be noticed that a large sum 10,153*l.* is obtained from various taxes on slaves, the largest portion 8,388*l.* being derived from the ordinary slave tax, which applies only to town districts; there seems to be every probability that by an efficient registration of slaves this receipt might at least be quadrupled, thus becoming the most important item in revenue, and enabling the Provincial Government to reduce the export or other duties. The tax on the exportation of slaves was only imposed in 1857, when it produced to the 30th June 1,744*l.*, the tax on the importation of the same unfortunate beings was raised in that year to 200$000, coming into operation but shortly before the 30th June; as stated in my report dated 30th June, 1859, this measure has not been regularly carried out.

The provincial expenditure in the year ended 30th June, 1857, was applied in the following manner:—

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* So stated in the Official Reports, this article was probably re-exported.

Expenditure in year ending 30th June, 1857.

Destination of Moneys.	Amounts.	
	Currency.	Sterling.
	Reis.	£
Public works..	302,622$000	32,784
Miscellaneous	240,026$000	26,002
Police	169,605$000	18,373
Collection of revenne	124,572$000	13,495
Education	101,069$000	10,949
Immigration	100,277$000	10,863
Maintenance of Roman Catholic religion	57,183$000	6,194
Public lighting	41,589$000	4,505
Charities	40,400$000	4,376
Office of Secretary of Government ..	28,522$000	3,089
Maintenance of pauper prisoners ..	27,863$000	3,018
Office of public works	27,520$000	2,981
Support of mechanical works	10,987$000	1,190
Office of Secretary to the Assembly ..	10,196$000	1,104
Provincial Assembly	8,698$000	942
Civilization of Indians	7,244$000	784
Compensation to public employés ..	5,527$000	598
Vaccination	2,411$000	261

From this table it would appear that the collection of the revenue costs on those expenses 9·5 per cent.: that the cost of the government offices (excluding the amounts paid by the Imperial Treasury, as well as those devoted to collection of revenue) amounts to 5·7 of the expenses; and that the office for public works costs 8·1 per cent. of the sums nominally expended on such works; the amount entered under the head of miscellaneous expenses is, however, so large that it is difficult to make an accurate estimate.

The Provincial Treasury transmits to the Imperial Treasury balances from time to time; repayments also taking place. The balance due by the Imperial to the Provincial Treasury was in 1857 Rs. 152,687$000 or 16,432*l*.

I have not obtained returns on Finances later than 1857.

The rate of exchange adopted throughout this report is at the assumed average of two shillings and two pence for each milrea.

Report by the Hon. H. P. Veriker, British Consul at Rio Grande do Sol, on the trade of that port for year 1860.

During the year 1860, the British trade with the province of Rio Grande do Sol has been generally in a satisfactory state.

The imported manufactured goods have been readily sold in large quantities, but the prices obtained were not so high as had been anticipated, the supply in the market having been at no period of the year excessive; the merchants, especially in the first three months, experienced much difficulty in recovering the amounts of previous sales, as the pressure in the money market was considerable; towards the end of the year payments were more readily made. The sales of manufactures are usually made at nominally ten months' credit, but practically much more in many cases, thus enabling persons without capital to purchase and afterwards to pay by the subsequent sale of the goods; this system does not seem beneficial, for though it increases the apparent number of purchasers, it superinduces unhealthy speculation, causes loss by the capital involved remaining so long unemployed, and often by the sacrifice of the principal through circumstances which might not have been foreseen at the time of sale; it is, therefore, to be regretted that no attempt is made to establish such sales for cash. Some large sales of manufactured goods have been made by auction in the past year, and the innovation appears to have been remunerative. Imported provisions have been readily sold at enhanced prices throughout the year, and a general rise in the price of articles of first necessity is to be noted.

The course of business in exports has shown many variations, depending principally upon the supplies from the country and the advices from Europe and the United States. Throughout the season, from January to May, the demand for salted hides was very brisk, and the supply not quite sufficient; in December great activity was again shown, chiefly arising from the announced increase of export duties by 2 per cent. after the 1st January, 1861. In dry hides the business done has exhibited more fluctuation, and although on occasions there was a considerable demand, yet the transactions were not so energetically conducted as has been observable in former years.

The export trade, in 1860, shows some peculiar features which it may be proper to note. In former years, as will be seen by my reports, the demand for salted hides, allowing for casual circumstances, has been very steady, but the supply rarely met the requirements, the large majority of hides shipped being dry. In the past year, however, the preparers of hides appear to have directed their attention principally to the salting, which requires more care than the drying of hides, the latter being effected merely by stretching the hides on stakes and allowing them to dry in the sun. This change appears even to indicate advancement on the part of the country people, and has certainly been beneficial to British trade, the exports from this, in 1860, consisting mostly of salted hides, as will be seen by the annexed export list.

Bone ash, another important article of export, used in previous years to be shipped almost exclusively to England. In the past year, however, it appears that more than one quarter was shipped to the United States, and there seems to be every probability that this competition will continue. The prices, nevertheless, have rather decreased; the demand from England being limited. The stock of good bone ash in this province is rapidly diminishing, and in fact is now usually supplied each season according to the number of cattle slaughtered; there are, however, in the interior large deposits of bone ash remaining from the ancient slaughtering-houses, which might be rendered available for commerce; but as these deposits are usually covered with loam or sand, a portion of the latter will necessarily be mixed therewith, and the price of transit is so great that at present cost the speculation in this article would scarcely be remunerative.

It is gratifying to note that the vicious system in this trade of purchasing hides with large advances made long previous to delivery, which had the effect of placing a monopoly in the hands of a few merchants, has this year not been acted upon as fully as heretofore, the trade thus becoming more open.

Brazilian Government paper money, which had been introduced in large quantities in exchange for gold ounces at the end of 1859, reached a considerable discount at the commencement of the year, but recovered its position before the end, obtaining a premium. Gold ounces at the commencement of the year were in considerable demand, being sold as high as Rs. 34$000; the price considered par in this market being Rs. 32$000. The premium caused a large introduction, chiefly from the River Plate, but also from Rio de Janeiro, and in the last six months the value was the market par. Small change, both silver and copper, was very scarce throughout the year, worth occasionally 5 per cent. premium; at the end of the year there were introduced many Spanish pieces, five of which go there to the dollar., but here only four, leaving a profit of 25 per cent.; consequently the difficulties with regard to smaller qualities of specie was thus diminished.

Freights throughout the year have been on favourable terms, and vessels readily engaged.

In the report of 1859, a Decree of the Brazilian Government, allowing foreign vessels under specified conditions to engage in the coasting trade was referred to. The following appear to have been the vessels which have profited by the privilege in the year 1860:—

NON-BRAZILIAN Vessels engaged in Coasting Trade.

Nationality of Vessels.	Outwards.		
	Vessels.	Tons.	Crews.
British	1	146	7
Danish	1	145	6
Hanseatic	1	220	10
Portuguese	4	568	32
Russian	1	130	7
Swedish	1	175	7
United States	1	207	8

The cargo conveyed was mostly Xarque (dried beef) to the northern Brazilian ports.

The state of the bar has been favourable throughout the year, and no complaints regarding the pilotage have reached me on the part of the British shipmasters.

No British vessel has been wrecked on the coasts of this district during the last year, some have struck on the bar, but been repaired; one the "Myth," was sold by the master, and the sail confirmed by the owners; another, the "St. Lawrence," grounded at São José do Norte, and was condemned and sold by the registered owners and master. I am not informed whether this last transaction has been confirmed in England.

The breeding of cattle has been more than usually attended to in the past few years, the consequence is that there exists now an abundant supply of cattle in this Province, and the almost constant diminution in the export of hides, the produce of the Province which has been observed for several years and noted in former reports, seems likely now to be checked. The pasturages for the past two years have also been better supplied than formerly, so that the cattle are in excellent condition; this is an important element in the trade, as so much of the value of the cattle depends on the Xarque, grease, and tallow; there appears, therefore, probability that the trade in the ensuing year will be active.

The following statement of the Brazilian vessels belonging to different provinces, extracted from a report of the Brazilian Minister for Marine, may be interesting in this place:—

BRAZILIAN Mercantile Marine.

Principal Provinces to which belonging.	Number of vessels to each Province.	Registered Seamen belonging to same.
Rio de Janeiro ..	3,193	16,271
Bahia	4,629	12,018
Rio Grande	2,188	3,869
Pernambuco	1,646	2,552
Para	516	3,372
Maranhao	388	1,429

It will thus be perceived that after the capital, Rio Grande takes the second place in the empire in regard to its mercantile marine, and the seamen thereto belonging.

The average values of moneys at this port, appear to have been as follows during the past year; the values being partly assumed by the House of Commerce, and partly depending upon the transactions in the Market:—

TABLE of Current Moneys.

Denomination of Moneys.	Percentage of premium or Discount.	Supply.	Values.			
			House of Commerce.		Market.	
			Currency. Reis.	Sterling. £ s. d.	Currency Reis.	Sterling. £ s. d.
Brazilian gold	7 p. cent. pm.	Scarce	..	..	..	..
„ silver	5 p. cent. pm.	Moderate	..	..	..	..
„ paper	2 p. cent. pm.	Plentiful	..	..	..	..
Sovereigns	..	Scarce	..	..	9$000	0 19 1·50
Half Sovereigns	..	„	..	..	4$500	0 9 6·75
Half Crown pieces	..	„	..	..	1$000	0 2 1·50
Shillings	..	„	..	..	400	0 0 10·20
Sixpenny pieces	..	„	..	..	200	0 0 5·10
Spanish gold ounces	2 p. cent. pm.	„	32$000	3 8 0·00	33$000	3 10 1·50
South American and Mexican gold ounces ..	..	Regular	32$000	3 8 0·00	32$500	3 9 0·75
Sections of same	1 p. cent. pm.	Moderate	Proportionate	..	..	..
United States' Eagles	..	Plentiful	20$000	2 2 6·00	..	..
„ Half Eagles (5 dollars)	..	„	10$000	1 1 3·00	..	..
„ Quarters (2½ dollars)	..	„	5$000	0 10 7·50	..	..
„ Silver Dollars	1 p. cent. pm.	Rare	2$000	0 4 3·00	..	..
„ „ Half Dollars	¼ p. cent. pm.	„	1$000	0 2 1·50	..	..
„ „ Quarters	..	Moderate	500	0 1 0·75	..	..
Spanish Silver Dollars	2 p. cent. pm.	Very few	2$000	0 4 3·00	..	..
„ Half „	2 p. cent. pm.	„	1$000	0 2 1·50	..	..
„ Quarter „	1 p. cent. pm.	Scarce	500	0 1 0·75	..	..
„ One fifth „	..	Abundant	500	0 1 0·75	..	..
Portuguese Meias Dobras	..	Ordinary	..	..	17$000	1 16 1·50
Chilian Dollars	..	Regular	2$000	0 4 3·00	..	..
„ Half „	..	„	1$000	0 2 1·50	..	..
South American Dollars	..	Scarce	2$000	0 4 3·00	..	..
„ Half „ .. .. (ex Bolivian)	..	„	1$000	0 2 1·50	..	..
Bolivian Half Dollars	..	Moderate	800	0 1 8·40	..	..

Exchange at 25½*d.* for Milreis.

It will be perceived that British specie does not obtain in this market its true value as compared with Brazilian, United States, and other moneys. sovereigns and half-sovereigns may be received in the public departments at Rs.8$850 and Rs.4$425 (19*s.* 2*d.* and 9*s.* 7*d.*) respectively.

It may not be inappropriate in this place to mention an apparent abuse, in regard to Brazilian Government paper money, which in the past year has been more than usually felt. Decrees continually appear calling in certain of these notes, with the condition that unless produced before a specified day they will be subjected to an increasing discount, and will cease to have any value on another specified day. The dates are occasionally deferred, thus causing great uncertainty. The periods are, as suggested, limited, and, even after the publication of these decrees, notes, apparently new, of the denomination condemned appear, and others are paid by the Government Departments as a legal tender until immediately before the discount commences. The effect is obvious; not only a discredit, possibly unjustly, attaches to the Brazilian Government, but a considerable loss to individuals who do not closely watch these matters may occur, the sufferers most to be considered being probably the money brokers in England and elsewhere in Europe, who receive those notes in good faith as a token for the money they are assumed to represent, and who afterwards may find them to be valueless. The losses which they may suffer are necessarily a profit to the Government of Brazil. I respectfully suggest that it might be proper to warn the exchange brokers in England of the course adopted in Brazil in regard to the notes of the Brazilian Government.

The raising of the duties on hides and some other exports, as previously mentioned, by 2 per cent. from the 1st January, 1861, by the General Law, No. 1,114, of 27th September, 1860, has caused disanimation in commerce, especially as it is supposed that, in view of the financial difficulties of the province, the export duties may yet further be raised by the Provincial Assembly.

The Treaty of the 4th September, 1857, modified by notes exchanged 23rd September, 1858, between Brazil and the Republic of Uruguay, which, as stated in my report for 1858, had caused dissatisfaction in this Province, has been suspended by Brazilian Decree of the 29th September last, in order that the Treaty of the 12th October, 1851, referred to in my report for 1852, may be substituted therefor. The principal features of the Treaty of 1851, as it affects the trade in this Province, consists in the free introduction of cattle over the Uruguayan frontier; navigation in common of the River Uruguay and its tributaries; opening a canal to pass the Great Falls (Salto Grande) of the River Uruguay; proposals to urge jointly the opening of the Rivers Paraná and Paraguay, and the neutrality of the island of Martin Garcia.

The following table gives a general view of the exports of principal products of cattle from this Province in five past years. The information is collected from official sources; but the returns for the financial year 1859, being very imperfect that year is omitted, and from similar deficiencies existing in other years, it may be calculated that the real exports are about 10 per cent. more than those designated:—

TABLE of EXPORTS of Products from Cattle.

Articles.	Measure.	Exports.—Years ended 30th June.				
		1855.	1856.	1857.	1858.	1860.
Black Cattle Hides .. .. (Dry and salted)	Number	617,441	653,356	556,916	502,777	702,945
Xarque	Arrobas	1,170,983	1,229,069	1,462,023	970,580	1,695,546
Grease	,,	73,190	80,598	116,150	66,285	137,815
Tallow	,,	57,800	61,541	89,827	57,239	111,046
Hair	,,	45,913	48,418	42,500	37,740	41,396
Horns	Number	706,648	762,604	946,775	773,341	1,054,762
Hoofs	Arrobas.	3,319	665	4,112	2,227	2,228
Tongues	Number	68,134	45,461	52,277	33,801	93,415
Horse Hides	,,	27,003	18,527	19,218	7,584	22,681

N.B.—1 Arroba = 32·377 lbs. British.

The cultivation of the soil is commencing to be developed in parts of this province; in the past year the products of cereals, specially wheat, exceeded the anticipations of the farmers, and it may be hoped that the agriculturalists will be encouraged to make further trials: although a large increase has taken place in the local consumption, yet it will be seen, by the subjoined table that a steady and augmenting export of agricultural products continues to be carried on from this Province:—

EXPORTS of Agricultural Products.

Years ended 30th June.	Flour of Mandioca. Sacks of 2 alqueires.	Feijeôs (Beans). Sacks of 2 alqueires.	Maize. Sacks of 2 alqueires.	Matté. Arrobas.
1855 ..	6,305	19,359	40,519	164,305
1856 ..	4,173	22,850	12,737	38,615
1857 ..	6,007	34,070	10,086	259,366
1858 ..	6,714	56,157	19,715	240,566
1860 ..	81,110	58,934	96,523	257,961

N.B.—2 Alquieres = 2·219 imperial bushels.
1 Arroba = 32·377 lbs. British.

The following table will show the imports and exports in British vessels during the past five years with the increase or decrease in each year. It will be perceived that there is a considerable increase both in exports and imports in the past year, which is the more satisfactory as compared with the trade of previous year, the years; 1857 being quite exceptional:—

IMPORTS and EXPORTS in British Vessels.

Years ending 31st December.	Imports.	Exports.	Imports.		Exports.	
			Increase.	Decrease.	Increase.	Decrease.
	£	£	£		£	£
1856	98,036	245,201	..	16,495	86,389	..
1857	243,744	249,477	145,708	..	104,276	..
1858	79,354	110,742	..	164,390	..	138,735
1859	122,917	178,216	43,563	..	67,474	..
1860	134,566	233,975	11,649	..	55,759	..

CHILI.

TALCAHUANO.

Report by Mr. Cunningham, British Vice-Consul at Talcahuano, on the Trade of that Port for 1860.

The commerce of this province during the past year was almost paralized in consequence of the political disturbances of 1859, which caused the destruction of agriculture and every industrial establishment on the frontier, and especially on the south side of the Bio Bio, where the Indians of Aranco, from Nacimiento to the codillera, carried off the cattle and burned the whole of the houses of the Chilians, and where they continue to commit ravages, by sometimes crossing the Bio Bio, up to this time. The whole of the frontier has been disorganized by the Revolution; murders and robberies have been if not of daily, of weekly occurrence, and the executive authority has been too weak or too indolent to adopt any effectual measure to suppress them. The Government has at last, however, determined to proceed against the Indians, and this month a force of upwards of five thousand men have been put in motion to penetrate into the Indian country, and make a campaign of two months. The whole affair will be probably a mere military parade, as the Indians will not attempt resistance or present themselves anywhere, and there does not appear to be any provision made to continue the troops in occupation of the Indian territory later than the summer months.

Coal mining has been progressing rapidly at Lota and Coronel, and the quantity extracted during the year exceeds 200,000 tons.

Copper smelting works have been established at Lota by Messrs. Cousino and Son, in which the small coal only is used, and the result has been very satisfactory. An establishment on a large scale for the manufactory of oil from small coal is being formed at Coronel, and the experiments made have given very satisfactory results regarding the quality of the oil.

In the month of December large nuggets of gold were found by washing in the province of Valdivia, at a distance of seven leagues from the town of Valdivia, and two from the river of that name. Pieces have been already obtained of more than one and a half ounces in weight. The excitement consequent on the discovery of rich gold washings has already reached this province, and if the present reports of its richness be confirmed, the emigration to Valdivia will very materially affect the working of the coal mines in this province.

COMORO ISLANDS.

Report by Mr Sunley, British Consul at Johanna, upon the Trade of the Comoro Islands for the year 1860.

There is little increase in the commerce of these Islands.

Thirty-four vessels visited Johanna during the year, viz. :—

9	British men of war.
2	prizes to British men of war.
7	British merchantmen.
4	French men of war.
1	French merchantmen.
1	Portuguese merchantmen.
10	American whalers.
34	

The total value of imports was about 4,500*l.*, of which 3,500*l.* are British manufactures.

One hundred and fifty tons of sugar were exported.

In May a vessel was moored in the small harbour of Pomony, on the west side of the island, to serve as a coal depôt for the supply of Her Majesty's vessels in the Mosambique.

Two wrecks were reported from this Consulate, viz. :—

The schooner "Phœnix," of London, official number, 15,084, lost on a reef off this Island, on the 25th April.

The bark "Wave of Life," of Shields, official number, 21,738, lost on a reef off the Island of Mayotte, on the 5th August.

There is nothing to report of Mohilla and Comoro.

From Mayotte, about 1,500 tons of sugar were exported.

COSTA RICA.

Report by Mr Wallis, British Consul at San Jose, upon the Trade of Costa Rica, during the five years ended the 31st of December, 1860.

During the quinquennial period now reported on, Costa Rica has been visited by a series of disasters, which might well have reduced her to a far worse position than that in which she remains.

A prolonged and costly war carried on in a great measure out of Costa Rican territory with the Fillibuster Walker, the lost of 10 per centum of her population by the ravages of cholera, the tendency to demoralization in the people so frequently the result of war and pestilence, various attempts at insurrection prior to the Revolution of 1859, which drove the Mora administration from office and from the country, and as many more subsequent thereto, of which two cost large sums of money, and one a larger sacrifice of life to extinguish; the formation of a large national debt, and the losses at home and abroad of the commercial and public credit, which Costa Rica had previously enjoyed in a high degree; form a catalogue of ills crowded into a short space of time, which for a country like this, but recently emerging from obscurity, might have been expected to prove overwhelming.

But, Costa Rica, while still suffering severely from the effects of these untoward events, is rapidly recovering from them, owing, probably, to the country being mainly dependent for its prosperity on its coffee crop, the collection of which has not been interfered with, and to the dogged perseverance of the people in industrial pursuits, for which they are remarkable.

To similar causes is to be ascribed undoubtedly the slight effect felt by trade during the same period, during which with the exception of one year of small importations, it presents a steady appearance.

And the limited imports of 1857, proved of subsequent benefit to commerce, as, whereas up to that time, the balance of trade had been against Costa Rica, that evil was in that same year remedied by an abundant coffee crop, which not only restored the balance, but caused trade to wear a healthier appearance to the present day.

The returns of shipping during the five past years are as follows:—

ARRIVALS.

Year	British		All other		Total	
	Vess.	Tons.	Vess.	Tons.	Vess.	Tons.
1856 ..	7	2,074	86	10,644	93	12,718
1857 ..	7	1,863	31	7,020	38	8,883
1858 ..	9	2,975	59	23,094	68	26,669
1859 ..	6	1,778	67	21,267	73	23,045
1860 ..	4	1,225	85	46,901	89	48,126
Average ..		1,983	..	21,785	..	23,768

SAILINGS.

Year	British		All other		Total	
	Vess.	Tons.	Vess.	Tons.	Vess.	Tons.
1856 ..	7	2,074	81	10,583	88	12,657
1857 ..	7	1,863	33	7,443	40	9,306
1858 ..	9	2,975	61	23,115	70	26,090
1859 ..	6	1,778	65	21,028	71	22,806
1860 ..	4	1,225	85	49,613	89	50,838
Average ..		1,983	..	22,356	..	24,339

It will be perceived that British shipping has declined of late years. This is to be accounted for by the fact, that the direct carrying trade with Great Britain, is almost entirely in the hands of one shipowner who supplies all the requirements of the trade, and by a judicious arrangement of his line of vessels, offers very great advantages to merchants, such as they could not otherwise obtain. It follows, therefore, that a large part of the coffee crop is engaged for freight many months before the season for delivery, and freight seeking vessels, which formerly swelled the returns have ceased to make their appearance.

The few British vessels which appear now in the returns, however, are as a rule, loaded out and home, and their diminished number is not to be understood to indicate any falling off in the trade with Great Britain, for reasons hereinafter to be stated.

It must also be borne in mind that since the estalishment of a semi-monthly line of steamers from Panama to this coast and back, some of the direct trade has been diverted from its original channel; the saving of time over the Isthmus, as compared with the route viâ Cape Horn being considerable.

The export of coffee to Europe viâ Panama, has received a check, as it is found that from some unexplained cause it does not arrive in London in so good a state as when shipped by way of Cape Horn. The contrary should be the case, and when better arrangements shall be made so as to obviate the exposure of the coffee to damp air on the Isthmus, the majority of that article of export to Great Britain may pass over the Panama railway.

An increase is to be noted in the Hamburg shipping, owing to an increased direct trade with that city. French shipping has also presented temporary indications of increase, but has declined since the retirement from this city of an agency of the "Société Maritime," of Paris.

The coasting trade, or what might be more correctly termed the trade along the coast of Central America, has been entirely monopolized by the steamers already mentioned of the Panama Railway Company. Only one small schooner under the Costa Rican flag is now engaged in it.

Punta Arenas remains the only Costa Rican port on the Pacific. This was formerly a free port, but ceased to be so in January, 1861. The shipping dues have not been increased by the new arrangement. The lighthouse on this point is well kept, it being many years now since any complaint has been made of its inefficiency.

On the Atlantic, Costa Rica possesses the small port of Moin, near Grey Town. No returns are obtainable of the shipping visiting this place; but as there is no road thence to the interior, and introductions are thence prohibited, the trade is limited to the collection of sarsaparilla and tortoiseshell from the tribes of Indians living in the neighbourhood, which products are generally conveyed to Grey Town in canoes for shipment.

The following statement shows the value of the exports from 1855 to 1860:—

Year.	British.	Total.
	£	£
1856..	86,179	168,362
1857..	88,207	257,473
1858..	40,117	192,847
1859..	136,413	274,788
1860..	85,602	253,068
Average ..	£87,303	£229,307

These have consisted almost entirely of coffee, and a reference to the annexed Table will give the quantities shipped to each principal market:—

TABLE showing the Principal Markets to which Coffee has been shipped from 1855 to 1860.

Years.	Great Britain.		France.		Hamburg.		S. Francisco.		Panamá.		Other Countries.		Total.		Total value of exports.
	Quantity	Value.	Quantity	Value.	Quantity	Value.	Quantity	Value.	Quantity	Value.	Quantity	Value.	Quantity	Value.	
	Quintals	£	Quintals	£	Quintals	£	Quintals	£	Quintals	£	Quintals	£	Quintals.	£	£
1856	42,992	85,984	20,790	41,580	1,000	2,000	...	...	740	1,480	9,591	19,184	75,113	150,228	168,362
1857	39,544	86,997	41,600	91,520	4,150	9,130	7,282	16,038	9,912	21,806	4,843	10,726	107,331	236,217	257,473
1858	16,654	37,501	25,975	57,145	6,569	17,038	6,000	14,540	2,691	6,164	2,466	5,986	60,355	138,374	192,847
1859	58,234	133,661	22,418	53,806	583	1,393	7,117	17,646	10,062	24,582	10,168	25,220	108,582	256,308	274,788
1860	32,924	85,602	11,979	28,749	21.130	50,712	7,075	16,980	16,383	39,318	458	1,095	89,949	222,456	253,068
Average ...	38,069	85,949	24,552	54,560	6,686	16,054	5,495	13,041	7,957	18,670	5,505	12,442	88,266	200,716	200,716

It will be perceived that the average coffee crop has been 88,266 quintals, or 3,940 English tons.

Against a decrease in exports to France there is a proportionate increase in those to Hamburg.

The shipments to Panama per steamer, have been mainly for the United States, the south-west coast of America, and San Francisco; but in the year 1859, a considerable portion of these shipments were made to London and Bremen.

With regard to the actual values of the shipments to various markets, it may be remarked that although the valuations in the tabular statement are uniform per quintal, yet that for Great Britain is in reality some 20 per cent. below actual comparative value, since none but first class coffee can be shipped to her markets, while the inferior qualities, which very much preponderate, are of ready and profitable sale in any of the other markets stated.

A considerable rise in the local price of this article is to be noted of late years. In 1856, $10 (2*l*) per Spanish quintal was considered a high price in the port of shipment, while at the present day the bulk of the coffee sold there commands $13 (2*l*. 12*s*.), and occasionally even 4*s*. to 6*s*. higher is paid.

The greater part of the crop is bought from growers, and paid for many months before delivery, by which means a considerable redution in price is obtained by the merchant, and the average cost of a shipment leaves margin for a profit. The increase in price, although originally caused by the supply being unequal to the demand for the article, has been in a great measure owing to the operations of San Francisco speculators, who have found considerable profit in that market.

The demand thence is steadily on the increase, and doubtless a very considerable portion of the crop will eventually find its way thither.

The following is a list of the exports of this country, their average production, and average and present value:—

STATEMENT of the Articles of Export from Costa Rica during the years 1856 to 1860, showing average quantity, average cost, and present value.

Articles.	Weight or Number.	Native weight or measure.	Foreign weight or measure.				Average value.					Present value.				
							Currency.		Sterling.			Currency		Sterling.		
			tons	c.	q.	lbs.	$	rls.	£	s.	d.	$	rls.	£	s.	d.
Coffee	Quintals	88,266	3,940	8	3	20	11	4½	2	6	3	13	0	2	12	0
Hides..	,,	5,357	239	3	0	4	12	5	2	10	6	16	0	3	4	0
Deerskins	lbs.	3,916	1	14	3	24	0	2½	0	1	3	0	2	0	1	0
Sarsaparilla	Quintals	73	3	5	0	20	15	4	3	2	0	17	0	3	8	0
Sugar (refined)	,,	121	5	8	0	4	9	3	1	17	6	10	0	2	0	0
,, (unrefined)	,,	2,104	93	9	2	16	4	4½	0	18	3	3	4	0	14	0
Pearls (not reported) ..	Value	$3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pearl shell	Quintals	2,303	102	16	1	0	1	3½	0	5	9	1	0	0	4	0
Tortoiseshell	lbs.	124	0	1	0	12	4	2	0	17	0	4	2	0	17	0
Lumber (sawn cedar) ..	At feet	314	..	..	..	..	51	1	10	4	6	50	0	10	0	0
Timber (cedar logs) ..	,,	119½	..	..	..	..	16	4	3	6	0	15	0	3	0	0
Fancy Woods	Logs	23	..	..	..	..	5	2	1	1	0	5	0	1	0	0
Potatoes	Quintals	18	0	16	0	8	4	2½	0	17	1½	4	0	0	16	0
Indian Rubber	,,	47	2	1	3	24	24	0	4	16	0	20	0	4	0	0
Copper Ore	,,	48	2	2	3	12	15	3	3	1	6	0	0	0	0	0

The coffee crop is not likely to increase. It is presumed that all lands suitable for its productions within reach of roads, are already under cultivation; and, although of late years many new plantations have been made, yet it is found that as these come into bearing, the older ones fall off in their yield, or cease altogether to produce. Many coffee properties have been injured by injudicious use of the plough, which has damaged the roots of the trees and loosened the surface-soil, so that it has in great part been carried away by the excessive rains prevailing during some seven months of each year. Guano has been experimentally applied in some cases, but is thought to have increased foliage at the expense of fruit, and to have eventually left the land in worse condition than before; vegetable and animal manures are now coming more largely into use, and with more satisfactory results. The necessity, however, of manuring land has only latterly been acknowledged and appreciated in this country, so that for some time to come, improvement in this respect can scarcely be reduced to a system.

A reference to the table of imports from 1855 to 1860, will confirm what has been stated at the commencement of this report, as to the slight effect on trade of political disturbances:—

Year.	British.	Total.
	£	£
1856..	73,000	188,969
1857..	15,000	40,000
1858..	136,000	200,000
1859..	80,710	182,200
1860..	79.060	217,810
Average ..	£76,874	£165,796

The statistical information on the subject of trade is extremely defective; but the figures quoted are the result of careful estimates of the trade of each year.

The maximum of imports was reached in the year 1860, in which Costa Rica suffered most severely from intestine disorders.

The imports from Great Britain are larger in reality than appears by the returns, as English manufactures are received here, not only by the Isthmus of Panama, but also from Hamburg, San Francisco, Chile, &c., independently of the bulk of the importations by the direct Cape Horn route.

From Hamburgh, probably 20 per cent. of all importations are British manufactures. A fair estimate of the correct total of these might be obtained by adding one-fourth more to the respective annual amounts stated, which would raise the average British imports to 96,092*l.* per annum.

For the nature of the British manufactures consumed here, and their prices duty paid, reference may be had to the annexed list:—

Description.	Piece of yards	Width in inches.	Per	Currency.				Sterling.			
				From		To		From		To	
				$	c.	$	c.	s.	d.	s.	d.
Cotton—											
Grey twist 16/18	..	..	lb.	0	37½	0	44	1	6	1	8
Red ,, 16/18	..	..	,,	0	87½	1	0	3	6	4	0
Wick	..	..	,,	0	37½	0	50	1	6	2	0
Ball thread	..	..	,,	0	50	0	62	2	0	2	6
Reel thread	..	..	gross	2	12½	2	25	8	6	9	0
Grey domestic	40	36	yard	0	11	0	12	0	5½	0	6
,, ,, ...	40	28	,,	0	9	0	9½	0	4½	0	4¾
White ,, ...	36	34/36	piece	3	50	4	0	14	0	16	0
Denims	..	..	yard	0	10	0	15	0	5	0	7½
Stripes	..	..	,,	0	10	0	15	0	5	0	7½
Cottonades	..	27	,,	0	10	0	10	0	5	0	5
Calico, bleached	24	28	piece	1	87½	2	0	7	6	8	0
Sheetings ,, ...	24	28	,,	1	75	2	0	7	0	8	0
,, ,, ...	40	34/36	,,	3	50	6	0	14	0	24	0
Shirtings ,, ...	30	22/28	,,	3	0	3	25	12	0	13	0
,, colours 7/8	30	22/28	,,	2	75	4	25	11	0	17	0
,, bleached 9/8 ..	24	30	,,	2	75	3	0	11	0	12	0
,, colours 9/8	24	30/32	,,	3	0	4	0	12	0	16	0
Drills	..	..	yard	0	15	0	40	0	7½	1	8
Handkerchiefs	..	..	dozen	0	50	2	50	2	0	10	0
Prints, black and yellow 7/8 ..	30	22/28	piece	3	0	3	25	12	0	13	0
,, black and white 7/8 ..	..	..	,,	2	75	3	0	11	0	12	0

Description.	Piece of yards	Width in inches.	Per	Currency.				Sterling.			
				From		To		From		To	
				$	c.	$	c.	s.	d.	s.	d.
Cotton—											
Prints, fancy $\frac{7}{8}$	..	..	piece	4	0	5	0	16	0	20	0
" furniture $\frac{7}{8}$	28	$\frac{30}{32}$	"	3	50	4	50	14	0	18	0
" Turkey red $\frac{7}{8}$	28	$\frac{28}{29}$	"	3	0	4	0	12	0	16	0
" " $\frac{9}{8}$	24	..	"	3	0	4	0	12	0	16	0
Muslins, plain	20	$\frac{39}{40}$	"	2	25	3	0	9	0	12	0
" stamped $\frac{1}{8}$	$\frac{24}{26}$	..	"	3	0	4	0	12	0	16	0
" checked and striped	12	$\frac{35}{36}$	"	1	12½	1	75	4	6	7	0
" spr. and sp.	..	..	yard	0	12½	0	25	0	6	1	0
Undershirts	..	..	dozen	4	0	5	0	16	0	20	0
Drawers	..	..	"	4	50	6	0	18	0	24	0
Hose and half-hose	..	..	"	1	12½	3	0	4	6	12	0
Umbrellas	..	..	"	10	0	12	0	40	0	48	0
Woollen—											
Flocks	..	..	lb.	0	37½	0	44	1	6	1	9
Broadcloth	..	..	yard	3	0	4	0	12	0	16	0
Kerseymere $\frac{3}{4}$	..	..	"	0	75	1	50	3	0	6	0
Billiard cloth	..	..	"	..		5	0	..		20	0
Cloth caps	80 per cent. on first cost.										
Blankets, white	..	78 × 58	pair	5	0	6	0	20	0	24	0
" red	..	78 × 58	"	6	0	7	0	24	0	28	0
Printed dress pieces	..	$\frac{23}{24}$	yard	0	15	0	50	0	7½	2	0
Imn. alpacas	..	$\frac{32}{34}$	"	0	25	0	37½	1	0	1	6
Lustres	..	..	"	0	37½	0	44	1	6	1	9
Rugs, Chilian blue	..	48 × 29	dozen	25	0	60	0	100	0	240	0
Sheepskins, white and dyed	..	..	"	42	0	60	0	168	0	240	0
Linen—											
Thread in skeins, No. $\frac{16}{80}$	..	..	lb.	1	0	1	75	4	0	7	0
Dowlas	..	..	yard	0	10	0	17	0	5	0	8½
Drills	..	..	"	0	20	0	40	0	10	1	8
Handkerchiefs	..	..	dozen	1	0	2	50	4	0	10	0
Silk—											
Umbrellas	..	..	"	45	0	50	0	180	0	200	0
Handkerchiefs (corahs)	..	..	piece	7	50	8	50	30	0	34	0
Imn. China scarfs	..	..	dozen	..		17	0	..		68	0
Cravats	..	..	"	6	0	9	0	24	0	36	0
Window glass, common	..	..	100 ft.	..		13	0	..		52	0
Glassware, general	100 per cent. on first cost.										
Earthenware	120	"		"							
Hardware—											
General	60 per cent. on invoice.										
Pots, rice bowls and sad irons	..	..	lb.	0	07	0	08	0	3½	0	4
Axes, each 4½ lbs.	..	..	dozen	..		10	0	..		40	0
" " 5 "	..	..	"	..		15	0	..		60	0
Bar iron	..	..	lb.	..		0	06	..		0	3
Sheet "	..	..	"	..		0	12	..		0	6
Shot	..	..	"	..		0	12	..		0	6
Bar lead	..	..	"	0	09	0	10	0	4½	0	5
Paints, oils, &c.											
Linseed oil (in 3 gal. cans)	..	..	gallon	..		1	50	..		6	0
Turpentine "	..	..	"	..		1	50	..		6	0
Paint (in 28 lb. tins)	..	..	lb.	0	12	0	14	0	6	0	7
Putty	..	..	"	..		0	15	..		0	7½
Lamp oil	..	..	gallon	1	0	2	25	4	0	9	0
Coal oil	..	..	"	1	50	2	0	6	0	8	0
Comp. Candles (c. 24lb.)	..	..	lb.	0	30	0	40	1	3	1	8
Wax candles*	..	..	"	0	75	0	87½	3	0	3	6
Wax matches*	80 per cent. on first cost.										
Wooden "	..	..	gross	1	0	2	0	4	0	8	0
Soap (c. of 112 lbs.)	..	..	chest	13	0	15	0	52	0	60	0
Wines, &c.—											
Port and Sherry	..	..	dozen	4	50	12	0	18	0	48	0
Champagne	..	..	"	12	0	20	0	48	0	80	0
Beer (4 doz. quarts)	..	..	cask	18	0	20	0	72	0	80	0
" 8 " pints	..	..	"	18	0	20	0	72	0	80	0
Liquors—											
Brandy	..	..	dozen	..		12	0	..		48	0
Whisky	..	..	"	..		12	0	..		48	0
Gin	..	..	"	..		12	0	..		48	0
Groceries—											
Ham*	..	..	lb.	0	37½	0	44	1	6	1	9
Cheese*	..	..	"	0	37½	0	44	1	6	1	9
Sugar, refined	..	..	"	0	18	0	20	0	9	0	10
Mustard* (doz. ½-bottles)	..	..	dozen	3	50	3	75	14	0	15	0
Pepper	..	..	lb.	..		0	15	..		0	7½
Cummin seed	..	..	"	0	30	0	40	1	3	1	8
Allspice	..	..	"	0	12	0	13	0	6	0	6½
Cloves	..	..	"	..		0	37½	..		1	6
Cinnamon	..	..	"	1	0	1	12½	4	0	4	6
Cassia	..	..	"	0	37½	0	44	1	6	1	9
Medicines, assorted	70 to 80 per cent. on invoice.										
Salt, table (in 112 lb. bags)	..	..	bag	2	0	2	50	8	0	10	0
Boots and shoes	65 per cent. on first cost.										
Chairs, in beechwood, stained rose and maple	..	..	dozen	25	0	28	0	100	0	112	0

All charges and duties on goods, viâ Cape Horn, amount to about 37 per cent. on first cost, and a well selected general cargo would produce a net profit of 20 per cent.

Sales are universally effected on credit, six months being about the average term, and this system of long credits added to the length of the voyage round Cape Horn, renders the realization of a cargo a work of some time, say of at least a year, even when, which rarely occurs, the goods are sold on arrival. As coffee, the only produce in which the returns can be profitably made, must be purchased in advance to secure it at a reasonable price, it will be readily perceived that, to realize a cargo and make the returns, a space of at least two years would be required; a length of time calling for, and generally obtaining large profits to compensate.

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* Goods marked thus are of very limited consumption.

There is marked improvement in the status of the interior trade since the date of the last general report. The monetary and commercial crisis caused by the disturbed state of the country, has driven out of the trade many who had established a large and unsound business on borrowed capital. The reluctance of commercial houses in England of late years to grant credits to Costa Rica, has caused the stoppage of the supply on which such reckless business was worked, the result has been extensive failures, and although some of the houses in England have lost heavily by their former over-readiness to credit, yet in such cases the first loss was the best; a continuance of such credits in support of such a class of traders, must ultimately have ended in like consequence and in far heavier losses. The like causes have operated throughout all classes of the trading community; heavy losses by failure have been experienced by each, producing a thorough revolution against the pernicious system of reckless credit, and re-establishing, it is to be hoped, permanently the entire trade of the country on a sounder and more rational basis.

The trading community may be classed as follows:—First-class houses, whose business is importing direct and disposing of their merchandize wholesale; second-class houses, whose supplies are purchased from the first-class, and whose trade is partly wholesale and partly retail. These latter, as well as the third-class or pedlars (by far the most numerous) visit the fairs which are held one in each town in rotation the week round, in accordance with the old Spanish custom. At these fairs or markets the goods are exposed on stalls in the open air. The system is bad alike for trade and for the country generally; for the former, because this business is engaged in by many who are disinclined to any steady pursuit—they manage to obtain credit—bad sales or every possible damage to the goods by weather, cause losses which ultimately fall upon their creditors; and for the country, because these men would be more profitably employed in agriculture, and because the fair-days are idle days to the majority of the people around the neighbourhood. Public offices are closed, labour on estates is suspended, and people, supposed to be engaged in making purchases for the ensuing week are, in reality, losing their time, with the usual results which follow large assemblages of idle people.

The amounts collected for duties have been as follows:—

Year.	Total Currency.	Total Sterling.
	$	£
1856	97,153	19,433
1857	90,559	18,112
1858	156,118	31,225
1859	140,287	28,057
1860	158,634	31,726
Average	128,550	25,710

The nominal calculation on cost of goods in Europe, for duties is 20 per cent., but as a part of these only is in cash 1-5th and the balance in bonds which are bought at a discount—they may be estimated at 15 per cent. cash.

There has been hitherto so little smuggling, even of prohibited articles, such as gunpowder and tobacco, that it has not been worth mention. The recent arrangement for collecting the duties at Punta Arenas, or bonding the goods on discharge, will probably increase the evil on account of the absence of proper buildings for the purpose of the number of officials who must be employed, the difficulty of obtaining trustworthy persons, and the low rate of remuneration placing great temptations in their way should unscrupulous persons desire to take advantage of it.

The Custom House landing charge at Punta Arenas is one real (*6d.* sterling) per package, and the charges on bonding are as follows:—

On Prohibited Articles 2$ per 100 lbs. per month.
„ Packages under 50 lbs. 1 real each per quarter.
„ General Merchandize 2 reals per package per month.

Rates which, taken together with the risk of damage in buildings not always weather-proof, and the disavowal by the Government of responsibility of any kind, render the bonding system, which might otherwise be a great advantage to commerce, a perfect nullity—as persons find it preferable to pay duties and get the goods into their own possession.

The laws and their administration form perhaps one of the greatest drawbacks to trade in this country owing to their sadly defective state, particularly as affecting the recovery of debts. This has always been a glaring evil in Costa Rica, as it is frequently in other small countries, where the judicial authorities are friends, or the reverse, of litigants; where lawsuits are more largely and generally discussed out-of-doors by the public than in the courts themselves, and where the respectable portion of the community are but ramifications of a few large families. But formerly the evil was not so severely felt, as the Executive was empowered to interfere in the action of the courts in suits between foreigners or between these and natives. The constitution of 1859, however, not only has declared the judicial authority independent, but has also abolished imprisonment for debt. That authority is vested in three Courts of First, Second, and Third Instance respectively, and there is right of appeal from the highest tribunal to Congress. The nature of this appeal, which must be literally a complaint against "notorious injustice," renders it, in Costa Rica at all events, an offensive one; and the court complained of looks upon it as an insult, and not as a representation, as it is in fact, that its opinions are not infallible. It is therefore very rarely resorted to. But if law-givers provide a remedy for "notorious injustice" it is sufficiently obvious that they are aware of the existence of the evil; and it is hardly necessary to add that if natives suffer from that cause in suits among themselves, foreigners in litigation with natives suffer far more. It is stated by legal authorities that since the independence of this Republic but one bankruptcy out of the many that have taken place has been legally wound up—the remainder are still pending in the courts, all hopes of a settlement being generally abandoned by the parties interested. While the judicial authorities of Costa Rica are not blind to the fact that glaring injustice and wrong to a foreigner may call forth a remonstrance from a foreign Government, they are also aware that, as a general rule, a case must be concluded before such a remonstrance is made; and such responsibility is avoided by not deciding the case at all, or by deciding only minor points and returning the suit to the lower court prior to its being again referred to the higher tribunal to be treated in the same manner.

A bank was opened in 1858 with large privileges, which were fully detailed in the Trade Report of that year; but it was closed shortly afterwards, principally on account of the failure of its chief supporters in Europe. Perhaps no business in Costa Rica would be so remunerative nor so advantageous to the country as a well conducted establishment of this nature. The legal rate of interest is 12 per cent. per annum, but interest ranges actually from that rate to as high as 36 per cent. per annum, and 18 per cent. and 24 per cent. are constantly paid. It may naturally be supposed that with such a rate of interest the business must be attended with much risk; but this does not appear to be the case, and many here transact no other business than lending out money at those rates for short terms of two or three months. Very valuable privileges would be granted by the Government to any Company desirous of opening a bank here, and one-fourth of the capital required would be forthcoming in Costa Rica. But of course, in the present state of the laws, as already detailed, the inversion of foreign capital in such an enterprise is out of the question. It is probable that the Government would concede to any person wishing to establish a bank, peculiar legal privileges for the recovery of debts; but legislation for a bank only and not for a people could not be expected to work satisfactorily, although by many it is supposed that by such a commencement only will a permanent improvement in the law be effected.

Exchange on Europe has fluctuated considerably during the term now reported on. There are no means of ascertaining the monthly rate, and for many months at a time frequently. Bills are not to be had; but rates have range from 5$ (20*s.*) to the pound to as high on one occasion, 15 per cent. premium, or 23*s.* per pound. As a fair average rate for the five years, 7½ per cent. may be quoted, or 5⅜$ (21*s.* 6*d.*) per pound sterling.

The following Table shows the values of foreign coins as compared with Costa Rican currency, and the value affixed to each by the Government to the same:—

Description.	Value in Costa Rica Currency.		Value affixed by Government.	
	$	c.	$	c.
£ Sterling	5	65	5	37½
American 10$ piece ..	11	51	11	00
French 20 franc piece ..	4	34½	4	25
Ounce (Doubloon)	18	09½	17	50

The smallest coin in circulation here is half a real, equal to 3*d.* sterling,

For a circulating medium of smaller value, grains of cocoa used largely to be used, but of late years it has been in a great measure abandoned. The introduction of a copper coinage would be followed by a reduction in the cost of the necessaries of life, and prove of great advantage to trade.

In addition to articles referred to in the export return, this country produces in small quantities the following articles, and with increased population those quantities might be much augmented:—

Cotton
Indigo
Tobacco
Cocoa
Cocoa-nut
Palm oil nut
Vegetable Ivory
Vegetable Wax
Vegetable Tallow
Maize
Rice
Beans
Pease
Aloe Hemp
Sugar
Arrowroot
Potatoes
Vanilla
Annatto
Ginger
Turmeric
Balsam copaiba
Ipecacuanha
Wheat
Barley
Cochineal

Numerous medicinal plants and most of the fruits and vegetables of Europe.

Although cochineal has been produced here, it is unlikely that it would be a very successful undertaking on account of the heavy rains. There is no obstacle (except the invariable one of want of labour), in the way of indigo production, what was exported from this Republic proved to be a fine parcel of "Flores," and the undertaking was abandoned solely in consequence of a revolution, when the labourers were withdrawn at an hour's notice from the works for military service, involving the proprietor in heavy loss.

India-rubber exists in large quantities all over the Republic, but the want of labour prevents much being collected. Attempts on a larger scale are now being made, but so recently, that an opinion can scarcely yet be formed of the results, from the Sarapiqui River it is stated that upwards of 80,000 lbs. were collected in the latter part of 1860, by ill organized gangs of two and three men each, and exported from Grey Town.

Sarsaparilla is abundant near the Atlantic coast, but the trade in it is at present limited to its collection by the Indian tribes to the extent demanded by their wants. Here again labour is all that is necessary to procure a remunerative product for export in large quantities.

In the various climates of Costa Rica, where the temperature ranges from 50° Fahrenheit to tropical heat; nearly every description of fancy goods may be found. Cedar is frequently shipped from Punta Arenas; but the high freight attendant on such a long voyage, renders it a not very desirable speculation. The cedar of the high lands is a very superior wood, resembling San Domingo mahogany, but of a lighter colour. This, however, and the other fancy woods are useless to Costa Rica, until a road be opened to the Atlantic, in which direction they are most abundant.

Owing to the same variety of climate, tobacco could be produced of very many descriptions. This being a Government monopoly, is raised at present only for the Government, and it is to be presumed, in consequence of the scarcity of labour. it is found to answer better to raise only a small quantity, about 350 quintals, and import the rest, which is done from the United States and San Salavdor, to the amount of 2,000 to 3,000 quintals annually.

The tobacco called "chircarge" raised in the high lands of Costa Rica, is of a very peculiar description, the leaf when cured being small, thick, black, and exceedingly strong, but of a flavour which induces those who have once used it, to prefer it to any other, even to the best Havannah tobacco. The same plant transferred to a warmer climate, gives a larger and better looking leaf of a bright colour and free from stem, having the flavour of good Cuba. The subject has been mooted lately of throwing open the cultivation to the people, and in the province of Guanacaste, it is now allowed to be grown for export; but as yet none has been produced, and while the population remains so small, such a change would produce little benefit to the people or the country. The curing of the tobacco would have to be done at the same time as the preparation of the coffee, and with the dearth of labour, one or the other would suffer. Nor is the country in a position to abandon so lucrative a source or revenue. The present arrangement, bad as it is, and as all monopolies must be, creates no discontent among the people, and any other taxation in lieu of it would produce great complaints, and imperil the existence of the Government which should impose it.

There is no census return of the population of Costa Rica, but it is generally estimated at 130,000. The mortality amongst children is so great, that it is doubtful if that number is on the increase.

Of late years, mainly in consequence of the forced military service, the population has shown a tendency to which is to be regretted, to desert the centres of civilization, and spread itself over the Republic. Numerous families live in the woods far from any town, where they make clearings and raise crops, which can never be brought to market in the absence of roads. The younger branches of such families grow up without education, and the evil has become so great as to call for legislation upon the subject.

The Costa Ricans are an eminently industrious people, and poverty is almost unknown; every head of a family possesses a house and more or less land round it, to which he is constantly adding. A large number of them are engaged during the summer season in the carriage of the coffee crop to the port of shipment.

They are economical, even parsimonious, and as they subsist almost entirely upon the produce of their fields, all the money they receive they hoard until a favourable opportunity offers for investment in a yoke of oxen, or a piece of land. The desire among the people to possess land is remarkable, and is constantly getting them into difficulties, as in their anxiety to acquire, they forget the necessity of retaining the means of making it productive.

Large sums of money are kept out of circulation, and more utterly lost by a habit of the people of burying it as the safest plan of deposit. Men known to be wealthy, dying suddenly, frequently leave their families in distress on account of having failed to make known the spot where their wealth was hidden. Although they are extremely cautious and suspicious, it is probable that were a bank established, in which there were native shareholders, they would abandon this habit.

The mineral wealth of Costa Rica is of importance, but means are wanting properly to work the mines. The owners of such property here, as a rule, after a small outlay, become disgusted if there is not a large return, and abandon their efforts. Foreign enterprise alone will thoroughly open up this branch of industry, and it might be directed thereto with advantage, particularly on the coast of the Pacific where copper-ore may be obtained in large quantities, with small cost, and of quality which would yield a good return if smelted before shipment. One mine only can be said to be worked regularly, though not scientifically, producing gold. It has been very productive, is just now only paying expenses; but in the course of a year or so is expected to yield largely. The great object of mining ambition here is coal; but up to the present time only imperfect indications have been found. By far the larger part of this country is unexplored, and if a road were opened to the Atlantic, as has frequently been contemplated, the resources of the country would be materially increased. The mineral and vegetable products of the Atlantic slope of the Cordillera, there is reason to suppose are more valuable than those of the Pacific side.

The roads of Costa Rica cannot be said to have improved during the last few years, as the funds intended for keeping them in repair, too small in the first instance, have been devoted to other purposes. Neither has any new road been opened during that time. An iron tram-road which existed between Punta Arenas and the River Barranca, about one-sixth of the distance from the port to San José, has been removed recently; the English company which projected it having lost heavily by the enterprise. The failure of the enterprise, however, was owing to the rails supplied being too light for the traffic; had this mistake not been made, it is sufficiently probable that it would have left a return that would have encouraged its extension further into the country.

Owing to domestic troubles, public works of all kinds have been suspended.

Costa Rica is now, it is hoped, emerging from a dark and troubled epoch, and entering upon an era of peace and prosperity. A Government composed of members whose only anxiety is to promote the well-being of the country at the head of a people prosperous, peaceable, and industrious, who would be ruined by a prolonged revolution, and who are too busy with their own pursuits to listen to sedition; the severe check administered to the "opposition" party by the execution of its leaders, and the banishment of its principal partizans, combine to strengthen the belief that, in a few years, Costa Rica may again occupy the flattering position she has recently lost. War and revolutions have led the country into debt, which probably remains at the present day about 100,000*l*., a large amount for so small a Republic, and much of it at a high rate of interest; but with peace in the country, and prudence and economy on the part of the Government, this debt may be paid off in two or three years without increased taxation. There can be no doubt that it would have been better if this could have been done immediately by the imposition of a tax on cultivated land, which, while a nominal tax in amount, would at once have restored the credit of the country, have strengthened the position of the Government, and paved the way to the abolition of monopolies.

But it is thought, perhaps correctly, that such a tax would tend to irritate feelings now quiescent, and might possibly be the precursor of fresh troubles.

The surest guide to the present position and prospects of Costa Rica, is to be found in the price at which the Government bonds, representative of the public debt are current. These are of various classes, some bearing 24 per centum interest per annum, others without interest. The 12 per centum paper may be taken as a medium, and this which in October and November last could be bought 40$ cash for 100$, now commands 85$ cash for the same amount.

DENMARK.

Statistical Report forwarded by Mr. Taylor, British Consul at Elsinore, on the Census taken on the 1st February, 1860, for the Kingdom of Denmark, and the Duchies of Schleswig, Holstein, and Lauenburg.

THE total numbers of the inhabitants in the several divisions of the country are given as follows:—

In the	Males.	Females.	Total.
Kingdom of Danemark ..	793,188	807,363	1,600,551
Duchy of Schleswig ..	204,323	205,584	409,907
Duchy of Holstein ..	273,989	270,430	544,419
Duchy of Lauenburg ..	25,329	24,818	50,147
Total	1,296,829	1,308,195	2,605,024
Increase on the census of 1855	67,991	68,320	136,311

For the commercial towns and country districts:—

	Families.	Males.	Females.	Total Inhabitants.	
				1860.	1855.
1.—KINGDOM OF DENMARK.					
Commercial Towns—					
Copenhagen	32,683	74,247	80,896	155,143	143,591
Odense	3,027	6,893	7,362	14,255	12,932
Aarhuus	2,252	5,602	5,407	11,009	8,891
Aalborg	2,199	4,898	5,171	10,069	9,102
Randers	1,812	4,850	4,850	9,725	8,844
Horsenus	1,771	4,634	4,346	8,980	7,250
Elsinore	1,566	4,014	4,428	8,442	9,079
Fredericia	1,149	3,327	2,934	6,261	5,579
Svendborg	1,127	2,725	2,812	5,537	5,280
Ronne	1,259	2,536	2,899	5,435	5,239
Slagelse	934	2,367	2,564	4,931	4,747
Veile	1,051	2,464	2,456	4,920	4,164

	Families.	Males.	Females.	Total Inhabitants.	
				1860.	1855.
Commercial Towns, continued—					
Viborg	852	2,493	2,368	4,861	4,579
Roeskilde	834	2,306	2,345	4,651	4,338
Kolding	819	1,983	1,995	3,978	3,476
Nyborg	758	1,910	1,892	3,802	3,565
Nakskov	721	1,792	1,895	3,687	3,375
Nestoed	702	1,905	1,742	3,647	3,228
Ribe	693	1,773	1,861	3,594	3,386
Assens	752	1,745	1,844	3,589	3,262
Nykjobing (Falster)	606	1,524	1,718	3,242	2,608
Thisted	713	1,541	1,585	3,126	2,763
Faaborg	681	1,501	1,619	3,120	2,777
Holbeck	548	1,451	1,520	2,971	2,811
Korsor	633	1,490	1,467	2,957	2,236
Hjorring	552	1,402	1,405	2,807	2,190
Kjoge	561	1,415	1,319	2,734	2,659
Rudkjobing	558	1,315	1,404	2,719	2,540
Kallundborg	542	1,253	1,334	2,587	2,420
Hillerod	436	1,154	1,147	2,301	2,292
Kjerteminde	464	1,061	1,087	2,148	1,963
Middelfart	444	1,052	1,071	2,123	1,840
Varde	426	1,005	1,098	2,103	1,855
Nykjobing (on Mors)	416	969	1,065	2,034	1,746
Maribo	408	938	1,054	1,992	1,960
Stege	363	951	981	1,932	1,934
Hobro	371	987	922	1,009	1,538
Bogense	389	923	976	1,899	1,709
Frederikshavn	358	882	961	1,843	1,467
Vordingborg	349	879	901	1,780	1,763
Skive	355	840	869	1,709	1,424
Holstebro	313	824	838	1,662	1,526
Ringsted	260	875	778	1,653	1,477
Grenaa	316	825	811	1,636	1,379
Rodby	326	775	803	1,578	1,545
Skjeldskor	309	745	788	1,533	1,379
Skagen	316	741	791	1,532	1,451
Nexo	331	662	823	1,485	1,414
Skanderborg	287	687	736	1,423	1,271
Ringkjobing	306	657	752	1,409	1,331
Nykjobing (in Sealand)	278	689	695	1,384	1,330
Nibe	273	628	691	1,319	1,219
Ebeltoft	247	681	632	1,313	1,211
Præsto	222	640	658	1,298	1,154
Storhedinge	238	678	613	1,291	1,231
Nysted	298	585	676	1,261	1,227
Stubbekjobing	238	631	616	1,247	1,191
Soro	217	622	615	1,237	1,033
Lemvig	259	572	620	1,192	1,107
Sæby	224	583	584	1,167	966
Saxkjobing	223	584	555	1,149	1,058
Svanike	257	510	556	1,065	973
Hasle	200	407	479	886	1,002
Frederiksund	123	400	363	763	679
Mariager	156	336	344	680	578
Allinge	150	298	355	653	615
Aakirkeby	133	293	320	613	587
Sandvig	59	109	116	225	257
Total of Commercial Towns	73,693	175,019	184,187	359,206	328,611
Country Districts of—					
Copenhagen	15,958	39,547	39,364	78,911	71,377
Frederiksborg	14,368	34,232	34,392	68,624	66,498
Holbek	16,053	37,929	39,202	77,131	73,506
Soro	13,740	33,788	33,846	67,634	65,686
Præsto	16,809	39, 37	40,039	79,276	77,291
Bornholm	3,848	9,267	9,675	18,942	18,862
Maribo	15,284	35,929	36,712	72,641	71,132
Odense	17,791	43,848	43,752	87,600	84,636
Svendborg	15,903	39,062	39,972	79,034	76,307
Hjorring	15,684	37,882	38,540	76,422	70,209
Thisted	10,966	24,194	25,390	49,584	46,800
Aalborg	13,878	33,460	32,427	65,887	60,613
Viborg	13,134	32,637	32,350	64,987	59,857
Randers	14,710	35,382	35,118	70,500	64,434
Aarhuns	7,778	18,935	18,545	37,480	35,226
Skanderborg	10,134	25,396	24,757	50,153	45,861
Veile	13,647	34,643	34,082	68,725	63,281
Ringkjobing	13,387	31,277	32,747	64,024	59,174
Ribe	13,672	31,524	32,266	63,790	52,889
Total Country Districts.	256,745	618,169	623,176	1,241,345	1,171,239
2.—THE DUCHY OF SCHLESWIG.					
Commercial Towns—					
Flensburg	3,904	9,845	9,837	19,682	18,872
Schleswig	2,533	6,071	6,126	12,197	12,411
Haderslev	1,840	3,933	4,079	8,012	7,477
Aabenraa	1,058	2,574	2,559	5,133	4,920
Husum	1,021	2,329	2,487	4,816	5,079
Eckernforde	829	2,292	2,033	4,325	3,931
Sonderborg	806	1,894	2,000	3,894	3,997
Tonder	642	1,596	1,620	3,216	2,909
Tonning	656	1,450	1,619	3,069	3,077

	Families.	Males.	Females.	Total Inhabitants.	
				1860.	1855.
Commercial Towns, continued—					
Frederikstad..	531	1,132	1,215	2,347	2,449
Burg ..	530	1,129	1,185	2,314	2,297
Ereskjobing ..	368	860	853	1,713	1,712
Garding	383	818	838	1,656	1,580
Total of Commercial Towns ..	15,101	35,923	36,451	72,374	70,711
Country Districts of—					
Flensburg	6,453	15,582	15,193	30,775	27,457
Aabenraa	4,497	11,174	11,441	22,615	60,889
Sonderborg ..	4,418	9,854	10,271	20,125	
Nordborg	3,811	8,753	9,228	17,981	
Haderslev	11,417	28,684	28,715	57,399	54,686
Tonder and Logumkloster ..	9,086	21,650	22,401	44,051	42,278
Husum	3,481	8,681	8,428	17,109	42,439
Bredsted	2,685	6,431	6,456	12,887	
Eidersted	2,814	7,033	6,922	13,955	
Gottorp	7,781	18,910	18,578	37,488	57,058
Hutten	4,503	11,227	10,880	22,107	
The Baronial Estates—					
In Angeln District	1,909	4,470	4,547	9,017	32,903
In Svansens District	2,089	5,460	5,512	10,972	
In Danischwold District ..	2,562	6,806	6,876	13,772	
Of Fehmerm	1,465	3,595	3,685	7,280	7,439
Total Country Districts.	68,971	168,400	169,113	337,533	325,149
3.—THE DUCHY OF HOLSTEIN.					
Commercial Towns—					
Altona	9,490	22,239	23,285	45,524	40,626
Kiel ..	3,562	8,555	8,986	17,541	16,274
The other Towns	10,008	25,704	24,673	50,371	49,995
Total of Commercial Towns ..	23,060	56,498	56,944	113,442	106,895
Country Districts—					
Ahrensboeck ..	1,850	4,446	4,517	8,963	8,454
Bordesholm ..	1,821	4,384	4,494	8,878	8,936
Cismar	1,267	2,931	2,987	5,918	6,058
Ceronshagen ..	520	1,289	1,283	2,572	2,556
Kiel ..	983	2,311	2,406	4,717	4,421
Neumünster ..	2,291	5,815	5,429	11,244	10,120
Ploen ..	470	1,168	1,165	2,333	2,326
Reinbeck	1,542	3,658	3,531	7,189	6,981
Reinfeld	1,746	4,241	4,247	8,488	8,411
Rendsborg	4,722	11,907	11,590	23,497	22,339
Rethwisch	605	1,440	1,454	2,894	2,871
Segeberg	3,572	8,808	8,687	17,495	16,756
Steinborg	3,258	7,908	7,659	15,567	15,508
Traventhal ..	674	1,790	1,807	3,597	3,624
Tremsbüttel ..	981	2,319	2,315	4,634	4,690
Trittan	2,569	6,238	6,165	12,403	12,108
Domain Puineberg ..	9,998	24,516	23,226	47,742	44,609
Barony Rantzau	2,941	7,420	6,923	14,343	13,885
Domain Herzhorn ..	393	970	851	1,821	1,837
District South Ditmarsh	7,819	20,533	20,082	40,615	38,216
District North Ditmarsh	6,782	17,625	17,195	34,820	33,345
The Baronial Estates and Hamlets—					
Itzehoe Estates District ..	8,606	20,789	20,241	41,030	39,387
Preetz ditto	4,258	10,872	11,182	22,054	21,813
Kiel ditto	2,684	7,475	7,376	14,815	14,741
Oldenburg ditto	4,402	11,234	11,621	22,855	23,052
The Grand Duchy of Oldenburg Estates in Trust ..	1,684	4,160	4,126	8,286	8,094
The Chancery Estates	1,661	4,316	4,040	8,356	8,020
The Lübeck Estates..	835	1,[illegible]70	1,862	3,832	3,856
The Lubeck Diocese Towns..	671	1,592	1,646	3,238	3,294
The Baronial Ladies Diocese of Itzehoe	1,299	3,241	3,234	6,475	6,435
The Baronial Ladies Diocese of Preetz	3,679	8,906	8,950	17,856	17,400
The Baronial Ladies Diocese of Utersen	513	1,200	1,170	2,370	2,446
The Farm Ovendorf..	7	19	25	44	44
Total Country Districts.	87,103	217,491	213,486	430,977	416,633
4.—THE DUCHY OF LAUENBURG.					
Commercial Towns	1,692	4,232	4,230	8,462	8,172
Country Districts of—					
Ratzeborg	1,775	4,548	4,504	9,052	9,007
Lauenburg	1,389	3,646	3,408	7,054	6,988
Schwarzenbeck	1,277	3,263	3,098	6,361	6,173
Steinhorst	1,278	3,039	3,131	6,170	6,170
The Baronial Estates.	2,483	6,601	6,447	13,048	12,965
Total for Duchy of Lauenburg.	9,894	25,329	24,818	50,147	49,475

The proportionate increase in the population of the several divisions of the country has been, since the year 1855, as follows:—

In the Kingdom of Denmark	100,701	individuals or	6·71	p. cent.
„ Duchy of Schleswig..	14,047	„ „	3·55	„
„ Duchy of Holstein...	20,891	„ „	3·99	„
„ Duchy of Lauenburg.	672	„ „	1·36	„
Together..	136,311	individuals or	5·52	p. cent.

In Denmark the increase has been larger in the towns, in particular the commercial towns, than in the country districts. In Copenhagen it has been 8·05 per cent., in the other commercial towns together 10·29 per cent., whilst in the country districts it has only been 5·99 per cent.

In the Duchy of Schleswig on the contrary the increase in population has been larger in the country districts than in the towns, viz.:—

In the Villages ..	.. 6·43 per cent.
,, Country Districts	.. 3·69 ,,
,, Commercial Towns	.. 2·35 ,,

In the Duchy of Holstein the increase has likewise been greatest in the villages, viz.:

In the Villages	.. 8·80 per cent.
,, Commercial Towns ..	.. 6·12 ,,
,, Sherif and Country Districts	.. 3·58 ,,
,, Baronial Estates Districts	.. 1·12 ,,

In the Duchy of Lausenborg the increase has been—

In the Commercial Towns	.. 3·55 per cent.
,, Country Districts	.. 1·06 ,,
,, Baronial Estates	.. 0·64 ,,

KIEL.

Report by Mr. Von Iven, British Vice-Consul at Kiel, on the Trade of that Port for 1860.

The transactions at this place during the past year, though they may not have been so extensive as its merchants had expected, have nevertheless been in general satisfactory, and such as to afford good reason to hope that the trade of the town will in future attain to that importance to which Kiel from its geographical position and its splendid harbour is fully entitled.

The chief branch of the trade here is that in grain, in which the operations have been considerable, the imports by sea during the year having been:—

49,400 quarters	wheat.
115,000 ,,	rye.
46,400 ,,	barley.
26,300 ,,	oats.
1,600 ,,	buckwheat.
1,900 ,,	peas.

and although the quantities received by railway and other land carriage were also large, there are no means by which a correct return of them can be obtained.

The prices of grain, particularly of wheat, were subject to great fluctuations; but in consequence of the demand from England, they were in more instances high, as will been seen by the following statement:—

	Highest prices. 1860.			Lowest prices. 1860.	
Wheat....	65s.	per quarter	free on board here	42s.	per quarter.
Rye......	37s.	,,	,,	29s.	,,
Barley....	33s.	,,	,,	29s.	,,
Oats......	27s.	,,	,,	19s. 6d.	,,
Rapeseed..	65s.	,,	,,	56s.	,,

The stock of wheat in the hands of the farmers is believed to be considerable, but from the custom which prevails here of storing it in barns, it is impossible to give even an approximate estimate of its extent. In the granaries in town the quantity of grain may be reckoned as follows:—

6,500 quarters	wheat.
3,000 ,,	rye.
1,500 ,,	barley.
1,800 ,,	oats.

When the extent of the stock of wheat in town, and the probable amount of that in the country, are considered, any advance in prices in England would undoubtedly bring forward large quantities of that kind of corn for exportation, although a great portion of it might be of inferior quality, but owing to the local demand the exports of barley and oats could not be of any importance, and the quantity of rye at the last crop will scarcely be sufficient for the consumption of the country.

From the progressive extension of the town, and from the buildings which are erected in the neighbourhood, there has been a great increase in the timber trade, there having been during the year importations as follows:—

83 cargoes	from Sweden.
39 ,,	,, Russia.

The scarcity and high price of turf and wood for fuel have given much encouragement to the *Coal Trade*; and as there have recently been established in this district several manufactories, worked by steam, while the principal towns in the Duchy of Holstein are or will shortly be lighted with gas; there is every reason to believe that this branch of trade with England will steadily increase, but the quantity imported during the last year was not so large as it should have been, as a great part of the supplies were prevented by contrary winds from reaching this port before the navigation was closed by the frost.

The agricultural prosperity of this country has had a beneficial effect on the trade in manufactured goods, and this might have been the case to a still greater extent if it had not been checked by the increase in the duties. Some years ago, and which from the connection of this Duchy with the kingdom of Denmark in its financial arrangements, has proved to be prejudicial to its interests, from its being a country which is chiefly dependent on agriculture. In the present state of political affairs as regards Holstein, it is not impossible that some change in this respect may ere long be effected; but in the meantime there have recently been established many manufactories in the Duchy, in spite of which the importation of British manufactured goods here is still large, although it is impossible to give anything like a correct estimate of the quantity of such, as a considerable portion of them are brought here from Hamburg, and through other indirect channels.

The diminishing of the railway charges on goods has been in favour of the transit trade here, and during the last year the goods sent in transit have been—

12,300,000 lbs.	to Denmark.
1,150,000 ,,	,, Sweden, &c.

The demand for grain in England afforded good employment to the shipping of this port, and the rates of freights may be considered to have been satisfactory, though it is generally thought that the returns which the shipowners receive are not a sufficient remuneration for the capital employed, when the risk and trouble which are inseparable from that branch of business are taken into account.

FRANCE.

BORDEAUX.

Report by Mr Scott, British Consul at Bordeaux, on tne Trade of that Port for the year 1860.

Shipping and Navigation.

The general navigation at Bordeaux, during the year 1860, as compreed with the preceding year, presents a notable decrease as the following figures will show:—

Years.	Arrivals.		Departures.	
	Ships.	Tons.	Ships.	Tons.
1859.. ..	3,567	453,873	3,458	452,482
1860.. ..	3,040	429,812	2,986	437,238
Difference ..	527	24,061	472	15,274

This difference is produced principally by the reduced number of coasters, in consequence of the active competition of railways and steamers, which carry more rapidly and on more advantageous condition for the shippers, chiefly for Paris, La Rochelle, Nantes, Havre, and Dunkirk.

The share which British vessels have had in the navigation of this port, has exceeded that of 1859 by a hundred vessels both inwards and outwards; but this increase is only accidental, and is owing more particularly to the unusual export of corn and flour for the United Kingdom.

As to the other flags, there has been no sensible difference, with the exception of that of the United States, which has diminished one-half. This must be attributed to the financial crisis existing in that country, and to the general state of uneasiness which was then beginning to make itself felt.

Shipbuilding has been very slack, and but for the thirteen ships ordered by the State, the ordinary labouring population of the building yards would have often been thrown out of employment.

The number of merchant ships built at Bordeaux and its neighbourhood, in 1860, amounts to 21, measuring 7,088 tons.

On the 31st of December last, Bordeaux possessed 435 vessels, classed as follows:—

Number.		Total Tonnage
6	Measuring above........ 800 tons	8,380
5	„ from.... 7 to 800 „	3,599
10	„ „ 6 „ 700 „	6,499
32	„ „ 5 „ 600 „	17,141
52	„ „ 4 „ 500 „	23,301
64	„ „ 3 „ 400 „	22,364
104	„ „ 2 „ 300 „	26,048
71	„ „ 100 „ 200 „	10,801
52	„ „ 60 „ 100 „	4,183
33	„ „ 30 „ 60 „	1,424
6	„ „ 20 „ 30 „	159
435	Vessels, measuring............. tons	123,899

With the exception of a few steamers plying on the river, the port of Bordeaux cannot boast of one single vessel of this description. There is, however, a regular monthly line of steam-packets between Bordeaux and the Brazils, with extension to Buenos Ayres. The service of this line is admirably performed by four magnificent paddle-wheel steamers belonging to the "Compagnie des Messageries Impériales," the seat of which is at Marseilles. The establishment of these steamers is an important advantage to Bordeaux, to which they have given a certain degree of animation. But it is to be regretted that up to the present time there exists here no careening basin or graving docks to receive and repair them, and that they should be forced to go to Rochefort for that purpose.

The Chamber of Commerce, sensible of the inconvenience, is engaged in projects for supplying this want. Private enterprise also, at the head of which is Monsiuer Armand the eminent shipowner, is engaged in the construction of a graving wharf for vessels of the highest tonnage. But as all enterprise here is of so slow a growth, it is impossible to say when this or the projected basin of the Chamber of Commerce will be serviceable.

In 1860, 51 vessels, measuring 14,900 tons, were lost or ceased to belong to the Port of Bordeaux.

In spite of all the outlay, and the important works that are carried on with a view to render this river more navigable, it is becoming gradually less so. Many practical men of science maintain that the system of reducing the width, pursued by the Government engineers, is faulty, and that the only true remedy is that which is in practice in other countries, particularly in England, which consists in keeping open and deepening the passes by means of powerful dredging machines.

The lighthouses and lights erected on this coast, and in the department of the Gironde, are twelve in number, viz.:—

The lighthouses of Cordovan and Arcachon, of the first order.

The lights of Pointe de Grave, Richard, Tumpeloup, Patiras, Gaet, Panillac, Blaye, and the floating lights of Tallais, Tour de By, and Mapon.

In addition to the above twelve lights, there are seven others in the department of the Charente Inférieure, for the service of the river; they are:—

The lights of La Coubre, of La Falaise, of Terre Négre, of Pontaillac, of St. George's, of Surzac, and of Royan.

Two new lighthouses of the first order are erecting; they will be distant apart about 200 metres (656 feet), and are situated on the sea-board, about half-way between those of Cordovan and Arcachon, at Hourtins.

With the exception of the two latter, all these lights are in activity, and it is probable there is nowhere a more complete system than that now established in and about the Gironde River. Mariners of all nations who frequent this port are unanimous in acknowledging that the service of the lights and lighthouses from the sea to Bordeaux is perfect, both in the number of lights and the exactness of the indications.

The beacons and landmarks laid down on the exterior and interior passes of the river Gironde are six in number:—Two on the outside passes—the semaphore and beacon of St. Nicholas, and the beacon on the top of the old church of Soulac; four on the inside passes—the beacon of Richard, the Tower of Castillon, the Steeple of St. Christolly, and the Tower of By.

There are thirty-six buoys in all between the sea and Bordeaux, viz.:—

4 in the exterior Southern pass.
8 in the exterior Northern pass.
12 between these and Pauillac.
5 between Pauillac and the Bec d'Ambés, at the confluence of the Gironde and the Dordogne, and where the former becomes the Garonne.
7 in the Garonne, between the Bec d'Ambés and Bordeaux.
—
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There are besides four tide gauges for the use of the pilots.

Trade and Commerce.

The Treaty of Commerce with England, of the 23rd January, 1860, although very recent, the reduction of the import duties on colonial produce, such as sugar, coffee, cocoa, &c., decreed by the laws of the 5th and 23rd May of the same year, the organization, so anxiously looked for, of the line of the Brazilian steam packets, had contributed to raise the hope that business would at length take a greater extension. This hope, however, has not been realised. The financial crisis in the United States, which has made its effect felt throughout Europe, the agitation which preceded the late revolution in that country, the rise in the rate of discount in England and in France, the scarcity and ever increasing prices of wine, and the unsettled state of public opinion in this country, have all contributed towards checking a spirit of enterprise by limiting operations, particularly those of long standing.

The slight improvement that has taken place in exports is upon—

Coffee.
Sugar.
Guano.
Rice.
Spirits.
Coal.
Iron.

The export to Great Britain of a large quantity of corn and flour, has also imparted a little animation to this port, and has given employment to a number of vessels.

Upon the whole the year 1860 does not present any notable difference to its predecessor.

The market prices of these articles cannot be given, because the prices of sale remain secret, and though the price currents are official, they are deplorably inaccurate.

Neither can the invoice value of goods imported and exported be fixed, as the duties being only levied on the measure, the weight, or the number, the invoices are never produced, consequently the value is never ascertained.

The system of private banks does not exist in this country. Bordeaux possesses only a branch of the

Bank of France, and all the principal merchants and traders open an account current there.

The fluctuations of exchange between Bordeaux and London is shown in the following Table:—

1860.	At Sight.	At 90 Days.
	fr. c. fr. c.	fr. c. fr. c.
January	25 05 @ 25 10	24 90 @ 24 95
February	25 10 „ 25 12½	24 87½ „ 24 90
March	25 07½ „ 25 12½	24 87½ „ 24 90
April	25 15 „ 25 17½	24 87½ „ 24 90
May	25 12½ „ 25 17½	24 87½ „ 24 90
June	25 12½ „ 25 15	24 85 „ 24 90
July	25 10 „ 25 15	24 85 „ 24 90
August	25 10 „ 25 15	24 87½ „ 24 90
September	25 15 „ 25 17½	24 90 „ 24 92½
October	25 12½ „ 25 17½	24 87½ „ 24 92½
November	25 17½ „ 25 20	24 87½ „ 24 90
December	25 15 „ 25 17½	24 87½ „ 24 90

The following Table gives the principal French weights, measures, and coins, with their English equivalents:—

French.		English.
WEIGHTS.		
1 kilogramme	=	2·205 lbs. avoirdupois.
100 „	=	220·548 „ „
50·78 „	=	1 cwt.
1,016 „	=	1 sea ton of 20 cwt.
ITINERARY AND LONG MEASURE.		
1 mètre	=	3·28 feet.
1 kilomètre	=	1,093·633 yards.
1 miriamètre	=	6·21 miles.
SUPERFICIAL MEASURE.		
1 are (100 square mètres)	=	0·09 roods.
1 hectare (10,000 ditto).	=	2·47 acres.
MEASURES OF CAPACITY.		
1 litre	=	1·76 pint.
1 hectolitre	=	22 gallons.
290 hectolitres of corn are taken for 100 quarters.		
SOLID MEASURE.		
1 stère (1 cubic mètre).	=	1·31 cubic yards, or 35·31 cubic feet, or 547 cubic inches.
COINS.		
5 centimes	taken for..	.. ½*d.*
10 „	„ ..	.. 1*d.*
1 franc..	„ ..	.. 10*d.*
20 „	„ ..	.. 16*s.*
25 „	=	£1 sterling.

Agriculture.

The science of agriculture, within the department of the Gironde, in spite of the encouragement of the Government and of private societies, makes but little progress, more particularly as regards cereals, and artificial green crops. The two chief causes of this backwardness are to be attributed to the division of property, which tends more and more to fraction capital, and to the prejudices of the peasants, who hold in small portions a very considerable proportion of the land. The only culture that is carried to the highest state of perfection is that of the vine, and in every direction it is increasing in extent. Ere long all the woodland, the extent of which was considerable, will be superseded by the vine, in spite of the oïdium which, for the last eight years, has as it were, naturalized itself in this country, to the great detriment of the produce. This, however, does not discourage the proprietors, for though no really efficacious remedy against the disease is known, the high price obtained, and the anticipated increased demands, are sufficient stimulants for a steady extension of the vineyards. Considerable attention has, of late been turned towards an extension of cultivation in the *landes* (the *heaths*), which extend from the entrance of the river to Bayonne. Extensive tracts of these *landes* have passed into the hands of capitalists, and are in the course of being broken up. They are principally sown with the pine (*pinus maritima*), and in the better portions of the land with various forest trees. The soil is mostly of a sandy nature and very light, and little adapted to a higher species of cultivation, though in some portions this has been attempted.

The Emperor by becoming possessed of a large estate of this nature has set the example, and a certain quantity of rye, maize, buck wheat, and millet, has been produced in land that formerly was considered as unable to produce anything but pine.

There is also a considerable extent of marsh land in the department, and the Government is encouraging the drainage of it. If this can be effected it will be a great boon to the scanty population that inhabit its neighbourhood, who are victims of the deleterious influence of the miasma arising from it.

The system of drainage is generally little practised, chiefly owing to the division of property which does not allow the innumerable small proprietors to make an outlay for this purpose. Out of about a million of hectares (2,470,143 acres), which this department contains, 240,000 (593,173 acres) are under vine and cereal cultivation, and out of this quantity bareley 1,777 hectares (4,391 acres) had been drained up to December, 1859.

The cultivation of tobacco, introduced into this department within the last few years, appears to have met with great success, but as the sale of it is a Government monopoly, no one is allowed to cultivate it without special leave, and as the production of it is necessarily subordinate to the consumption, these concessions are given very sparingly.

In 1860, though the applications for concessions amounted to 3,603 for 1,245 hectares (3,509 acres), 500 hectares (1,235 acres) only were conceded. But as the consumption of tobacco is constantly on the increase, it is anticipated the production will be considerably extended, and in provision of this the Government has lately erected fresh buildings at a cost of about 400,000 francs (16,000*l.*), for laboratories and warehouses.

Several attempts have been made to naturalize the cultivation of rice and sorgho, but hitherto without success, as also beet-root for making sugar.

The department of the Gironde is divided into six Sub-Prefectures or "Arrondisements," and contain about a million of hectares (2,470,143 acres), of which 240,000 (593,173 acres) are cultivated in vines, corn, and small grain.

In spite of all my attempts to obtain reliable information on the whole of the agricultural statistics of the department, I have only succeeded in procuring those of the "Arrondissement of Bordeaux," and I have drawn up the following Table, containing the different cultures, the quantity of land attributed to each, and the total of production:—

A STATEMENT of cultivated lands in the District of Bordeaux, on 31st December, 1859.

Names of Articles.	Quantity of Land.		Produce.	
	French Measure.	English Measure	French Measures or Weights.	English Measures or Weights.
	Hectares.	Acres.	Kilogr.	Cwts.
Wheat..	12,792	31,610	178,013	61,383
Rye	13,724	33,914	142,730	49,217
Maize	3,011	7,440	23,485	8,298
Buckwheat	588	1,453	8,226	2,836
Oats	912	2,253	5,472	1,887
				Bushels.
Potatoes.	4,298	10,620	137,794	413,382
				Quarters.
French Beans	696	1,720	4,747	1,637
Beans	544	1,343	5,625	1,939
Peas	296	731	5,328	1,837
			Kilogr.	Cwts.
Hemp	128	316	29,440	579
Flax	34	84	5,508	108
			Hectolitre.	Quarters.
Hempseed	75	185	750	258
Linseed.	20	49	120	41
Tobacco.	293	724	468,800	9,232
Meadows (Hay) ..	21,051	52,020	62,353,062	1,227,843
Artificial do. (Clover, &c.)	3,265	5,597	5,787,075	113,975
			Hectolitre.	Gallons.
Vineyards in full produce.. ..	38,867	96,046	388,670	8,550,740

There are besides a considerable quantity of land planted with young vines not yet in produce.

The following Table gives the average market prices at Bordeaux, in 1860, of corn and grain, of flour and potatoes, calculated at the average exchange of the year, that is at 25 fr. 13 c. per £ sterling:—

Names of Articles.		Prices									
		In French Money and per French Measure or Weight.					In English Money and per English Measure or Weight.				
		Measure or Weight	Lowest.		Highest.		Measure or Weight	Lowest.		Highest.	
		Hectolitre.	fr.	c.	fr.	c.	Imperial Quarter.	s.	d.	s.	d.
Wheat ..	Best ..	”	22	75	23	37	”	52	6	63	11
	Ordinary ..	”	21	25	21	87	”	49	1	50	6
Rye	Best ..	”	13	25	14	00	”	30	7	32	4
	Ordinary ..	”	12	83	33	33	”	29	7	30	9
Beans ..	Best ..	”	13	62	14	37	”	31	5	33	2
	Ordinary ..	”	12	62	13	31	”	29	1	30	9
Maize ..	Best ..	”	13	44	14	00	”	31	0	32	4
	Ordinary ..	”	13	08	13	16	”	30	2	30	4
Barley ..	Best ..	”	12	37	13	12	”	28	7	30	3
	Ordinary ..	”	12	12	12	62	”	28	0	29	1
Oats.. ..	Best ..	”	9	25	9	91	”	21	4	22	10
	Ordinary ..	”	8	69	9	06	”	20	1	20	11
Peas.. ..	Best ..	”	26	50	28	37	”	61	2	65	6
	Ordinary ..	”	25	12	26	25	”	58	0	60	7
French Beans	Best ..	”	25	62	28	25	”	59	2	65	2
	Ordinary ..	”	24	75	25	75	”	57	1	59	5
Lentils ..	Best ..	”	31	37	36	00	”	62	5	83	1
	Ordinary ..	”	29	00	31	25	”	66	11	72	1
Flour. ..	Best ..	50 Kilogrammes.	19	50	20	12	110 lbs.	15	6	16	0
	Ordinary ..	”	18	62	19	18	”	14	10	15	3
Potatoes ..	.. ..	Hectolitre.	7	37	8	12	3 Bushels.	5	10	6	6

The quantities of corn, grain, and flour, exported from Bordeaux, in 1860, chiefly for the United Kingdom, have been as follows:—

Wheat ..	795,806 hectolitres	=	274,416 quarters.
Maize ..	241,238 ”	=	83,185 ”
Dry pulse ..	1,808,158 kilogr.	=	1,781 tons.
Flour ..	17,683,500 ”	=	17,482 ”

These quantities of wheat and flour exported are quite exceptional, and are far from being the production of the department; they are chiefly derived from the neighbouring departments, the "Haute Garonne," the "Lot and Garonne," &c.

In regard to animal production, which is not without a certain importance, as the official statistics take no account of it, I have been unable to obtain any accurate information on the subject.

In this "arrondissement," the wages and salaries of the rural workmen average as follows:—

INDOOR FARM SERVANTS, BY THE YEAR.

	francs		£	s.	d.
Men	206	=	8	4	10
Women	108	=	4	6	5

With board, lodging, and washing.

DAY LABOURERS.

1 fr. 87 c. @ 2 fr. 17 c. = 1*s.* 6*d.* @ 1*s.* 9*d.*

With a certain quantity of food and beverage.

In some localities, and when employed all the year round, they are lodged, and besides their salray they receive a certain quantity of rye, wine, or drink, fuel, &c.

ARTISANS.

	fr.	c.		s.	d.	
Masons	3	02	=	2	5	per day.
Carpenters	3	10	=	2	6	”
House Carpenters ..	3	15	=	2	6½	”
Locksmiths	3	11	=	2	6	”
Blacksmiths, Wheelwrights and Farriers ..	3	15	=	2	6½	”

These wages and salaries are high, yet they tend towards increase, for the country people are continually emigrating to the towns and railroads, where even higher salaries are obtained.

Population and Industries.

The last census, in 1856, shewed the population of this department to amount to 640,757 souls, giving an increase of 26,470 over the census of 1851.

The city of Bordeaux contains about 150,000 inhabitants.

There are no mines in this department, and with the exception of a pottery employing 600 or 700 persons, and a few unimportant metalurge establishment, sugar refineries, and glass manufacturies, no factories exist.

Public Works.

The only public works of any importance executed or in course of execution in the department in 1860, are those of the "Pointe de Grave," at the southern point of the entrance of the river Gironde, and the railway bridge over the Garonne, opposite Bordeaux, which connects the Paris railway with that of the south. This latter work, a description of which was given in my last report, was completed and opened at the latter end of last year.

For many years past the sea continued to encroach on that part of the country called the "Bas Médoc," situated between the river and the Bay of Biscay. To stay these encroachments, which threaten the security of that district, important works were commenced, and are still in the course of execution at the "Pointe de Grave." These works consist in a longitudinal break-water or jetty, running along the shore. Its length is intended tô be 1,300 métres (about 4,265 feet), of which about 1,00 métres (3,280 feet) are finished. In those portions of the shore so protected the erésions have ceased, and the depth of water tends constantly to diminish in front of the work, so that the effect produced is not only the cessation of these erosions, but also to extend farther seaward the low-water mark.

The jetty that has existed for some length of time at the extreme point of "Pointe de Grave," and intended to preserve that point, has a total length of 220 mètres 60 centimètres (723 feet), of which 150 mètres 50 centimètres (494 feet) only are above high water mark. The works that are continued on it are merely for the purpose of strengthening the submarine portion and keeping the whole in repair.

The works of the creak of the "fort" are composed of a longitudinal jetty of 342 mètres 42 centimètres (1,033 feet) in length, which is connected with the jetty of the "Pointe de Grave." This jetty is formed of blocks of natural stone, weighing from 800 to 3,000 kilogrammes (1,764 to 6,615 lbs.), and presents seaward a slope of 3 mètres (9 feet ⅘ in.) of ground work, for 1 mètre (3 feet ¼ in.) of surface. It was finished in 1859, and has successfully resisted the action of the breakers. On the whole, there only remained, in 1860, 220 mètres (723 feet) of the breakwater of "Les Huttes" to be finished out of all these undertakings.

All these works are of undoubted efficacy in protecting the narrow tongue of land between the sea and river, which previous to their commencement was in imminent danger of being carried away, thus threatening the whole of the lowland bordering the river with eventual destruction, and the inhabitants now rest secure of the safety of their property.

Two railroads only have their terminus in Bordeaux. That of Paris, and of the south, which xetends on one side to Bayonne, and will ere long be connected with the Madrid and North of Spain railroad, and on the other side to Cette and Perpignan, which will be extended to Port Vendres, and eventually to the Barcelona line.

The service of both the lines is well conducted, very few accidents occur on them, though in many portions of the southern line there is at present only one line of rails.

The financial results are good, especially on the Paris line; those on the south are daily improving.

There is only one canal in this department. The Lateral Canal to the Garonne, which begins at Castets, about 45 miles from Bordeaux, and extends as far as Toulouse, where it joins the Great Southern Canal, both of which have been let to the Southern Railroad Company.

Besides the railway bridge already mentioned, there is a fine stone bridge still subject to toll. It was constructed by a company who have a privilege for 99 years, 55 of which are still unexpired. The redemption of it is, however, contemplated, for which purpose it is necessary to raise 3,500,000 fr. (£140,00), which has been allotted in the following manner:—The town of Bordeaux has already voted 1,200,000 fr. (£48,000); the department, 500,000 fr. (£20,000); it is hoped the state will contribute 1,500,00 fr. (£60,000); the remaining 300,000 fr. (£12,000) will, it is expected, be subscribed for by the neighbouring proprietors of estates.

A great number of suspension or stone bridges exist on the Garonne and other rivers that run through the department, but as these bridges, with few exceptions, are the work of private companies, they are still subjeet to toll.

Roads of various descriptions are numerous, and generally fairly kept up, through not so well as previous to the establishment of railroads.

Two telegraphic establishments are in activity at present here. The one in the hands of Government; the other a private undertaking, and purely local, extending to Pauillac for the service of the maritime interests.

General Remarks.

The projected construction of docks in Bordeaux, though still supported by the Prefect of the Department, and a few members of the Chamber of Commerce, including the President, does not appear to meet with encouragement among commercial men in general, nor is the municipality in favour of it. But the extension of the vertical quays already existing, and which are totally insufficient, are ardently wished for by all parties. This extension, together with an addition to the public warehouses would, it is thought, be amply sufficient for the wants of commerce.

The question of differental duties, reserved by Article 3rd of the Treaty of 23rd January, 1860, continues to be mooted, and to preoccupy the minds of shipowners, and of a certain class of commercial men, who, preferring private interest to public good, vehemently oppose it with the worn out arms of routine and protection. But the more enlightened and disinterested portion of the public entertains the hope that the Government will not allow itself to be diverted from its liberal views in favour of all that interests commerce and navigation.

Living at Bordeaux continues to be excessively dear, and nothing presages a diminution; on the contrary, all tends to the supposition that a progressive increase will be infallible.

CALAIS.

Report by Captain Hotham, British Consul at Calais, on the Trade of that Port for the year 1860.

There was no appreciable difference in the number of vessels entering and leaving the port of Calais during the years 1859 and 1860.

Imports.

A considerable reduction took place in the importation of raw silk and cotton thread during the past year. This was occasioned partly by the depressed state of the lace trade from political circumstances and partly by the prospect of the alteration of the tariff.

The diminution in the importation of iron was in consequence of the new tariff not being in force.

The diminution in wood was owing to stocks having accumulated, from trade generally having been affected by political circumstances.

The slight increase in the quantity of coal imported was chiefly caused by the diminution of the duty.

The increase in the importation of flax, and the very large increase in the quantity of wool is attributable to their exemption from duty.

Exports.

The diminution in raw silk was owing to the depressed state of the lace trade.

The considerable increase in the exportation of wine was attributable to the alteration of the tariff.

The large decrease in spirits was owing to the newly reduced tariffs of import in England, which were to be put in force in the beginning of 1861.

This caused the stoppage of all commands long before. In addition to this, a considerable quantity of warehoused brandy was re-exported to France, to await the new tariff of the present year.

The apparent large increase in the exportation of eggs does not arise from any real increase in their exportation from this department, but is owing to large quantities having been shipped from this port during the past year, owing to bad weather, instead of from Gravelines, as is usually the case.

The Custom House returns give no particulars relative to the exportation of poultry during the past year, but it is considered to be about the same as 1859.

The decrease in corn, flour, and potatoes, was owing to the deficient harvest.

The establishment on the 1st May, 1860, of the day mail from London to Paris, and *vice versâ*, has not only had the most beneficial effect on trade in general, but has also contributed largely to the convenience of the public.

A railway is in course of construction between Hazebrouck and Arras, which will considerably shorten the distance between Calais and Paris.

Some new coal mines have been opened in the neighbourhood of Bethune. The coal is said to be of good quality for household purposes.

DUNKIRK.

Report by Mr. Pringle, British Consul at Dunkirk, on the Trade of that Port in 1860.

During the year 1860, 649 British vessels, measuring 97,669 tons, entered and cleared at the port of Dunkirk; 1,474 French vessels, measuring 223,644 tons, and 133 foreign ditto, of 19,045 tons. Although there is a diminution in the number of British vessels as compared with the returns of 1859, there is a considerable increase in the tonnage, viz.:—

1859	..	..	912 Ships	..	89,412 tons,
1860	..	..	649 „	..	9,7669 „

Many more vessels of a larger description than usual having come to this port, and there is no doubt that, if the improvements so long projected in the harbour and docks were carried into execution, a good impulse would be given to the trade of Dunkirk, which from the local and geographical advantages it possesses, should occupy a more important position as a port of transit and destination, than it does under existing circumstances. The 649 British vessels were thus employed:—

Entered.		Cleared.	
Cargoes.	Ships.	Cargoes.	Ships
General Cargo	254	General Cargo	254
Rape Seed	69	Sugar	41
Coals	82	Potatoes	9
Oysters	15	Flour	51
Barytes	3	Beans	6
Pig-Iron	79	Bottles	1
Ballast	14	Oil	2
Guano	27	Oilcakes	19
Flax	2	Wheat	12
Pitch	21	Seeds	1
Linseed	36	Pitch	2
China Clay	5	Oats	1
Slates	2	Zinc	1
Wool	17	Ballast	249
Wheat	6		
Zinc	5		
Molasses	1		
Oats	11		

129 boats were dmployed in the Iceland cod fishing, one of which was lost. The whole amount of fish brought back is reckoned at 36,700 barrels, on the first arrival, the small fish were sold at 2*l.* 2*s.*, and later at 2*l.* 8*s.* per barrel, average size 2*l.* 4*s.* to 2*l.* 16*s.*, extra ditto 3*l.* 4*l.* Cod liver oil has been much in demand, at 1*l.* 16*s.* to 2*l.* per barrel. This year 126 vessels sailed in the beginning of April; but the results of the fishery cannot be ascertained for some time, the general opinion, however, from intelligence already arrived, is that the return will not be good. A new steamer is about to be run between Leith and Dunkirk, she will make her first voyage on the 8th of July, she is 156 tons burden, and 70 horse power.

Port.—The only changes that have taken place in the port of Dunkirk during the past year, are those occasioned by the deepening of the basins and dry dock. A vessel drawing 21 feet of water can now enter the harbour, and get into the basin at high-tide during three or four days following the new and frll moon, at certain periods before, during and after the equinexes the tide rises 12 inches above the mark, while during three or four days after each quarter it falls about three feet. The completion of the works of 1845, which is expected to happen during the current year, will all 1 foot above the depth already given. Several proposals of general improvement are now under deliberation, but no decision is expected for some time, consequently no new works will be commenced before 1862. Warrant warehouses which are beginning to be adopted in the large ports of France, are greatly wanted here, their establishment has been recommended, and it is to be hoped that before long Dunkirk may be possessed of an advantage peculiarly necessary to her development and advantage.

Lights.—No change has taken place in this department, a floating light is recommended to be substituted for the large buoy now in use to the west of the port.

Tug Boat.—A new steam tug has lately been established by the Chamber of Commerce, of 100 horse power, which will be of great importance to the shipping during the winter months particularly.

Ship Building.—There has been very little doing in the building docks for a considerable period, and much alarm is expressed as to the effects of the Treaty with England upon this branch of industry; what the protectionists of this interest, and shipbuilders in general seem most to dread, is the competition of small iron steamers built in England, which they expect will be bought and extensively used by shipowners on account of their superior speed and cheapness, compared with the vessels now generally used for freights. By a comparative table of the number of ships built in this port, it appears that ship-building has suffered severely from a variety of causes, it is demonstrated that in the year 1852, 60 vessels, 3,062 tons, were built in Dunkirk, and in 1859 only 13 ditto, 1,848 tons. A similar falling off is to be observed in the number of ships repaired in 1854, the number was 456 vessels, 52,711 tons, in 159, 162 ditto, 22,208 tons. The same result has of course taken place, with regard to the number of work-people employed, which has fallen from 1601 to 444. The number of seamen registered on the 1st January, 1860, in this district, was 3,258; in 1850 it only amounted to 2,719 men.

Commerce.—The commerce of Dunkirk during the first six months of 1860 was considerably affected not only by the general stagnation and disinclination to commercial enterprise which has prevailed for some time, but also, in a special manner, by the important diminution in the general exportation of grain and flour in England, as well as by the changes incidental to the reforms in the tariff.

Trade.—The admission duty free (or at a considerable reduction of duty) of raw materials, such as cotton, wool, coal, bar and pig iron, tools, machinery, coffee, sugar, &c., naturally restricted all operations to what was absolutely necessary for immediate consumption; whilst the exportation was affected by the rise in France upon all provisions, a rise not experienced in England, where the market was well supplied by other countries. These causes, transitory in their nature, have occasioned a diminution of the customs' receipts at Dunkirk and Gravelines of £41,500 during the first six months of 1860, as compared with the receipts in 1859 for a similar period of time:—

CUSTOMS.	£
January to July, 1859	171,760
" " 1860	130,260
Diminution	£41,500

I am unable to furnish any detailed account of the general imports and exports for 1860, the official details for 1859 having only now been published since the appearance of "tableau general" of the commerce of France. I have to report that during the last few months of the current year a considerable increase in the importation of iron from England has taken place, and since the 1st of June a great increase of linen shirting and yarn. There is a proposal among some of the dealers in these articles to import Irish linen-yarn, and after it has been woven into linen, to send it back to Ireland to be bleached. The manufacturers of Lille and other towns in this department will now have the double competition of England and Belgium, and must exert themselves if they wish to maintain their ground. Every article of daily use is so expensive in this country that the relief to the consumers will be very great when the full benefit of the new state of things comes into operation. Hitherto the difference has hardly been sufficient to convince the public that the opposition to the Treaty proceeded chiefly from class interests, but a decided fall in prices having begun, the Lille market having lately shown a reduction of prices, particularly in the following articles, coffee, rice, and cinnamon, it is to be hoped that prejudice and fear of innovation will give way here as elsewhere, before the great advantages that must ultimately accrue to the consumer:—

MOVEMENT of Merchandise, 1859.

Merchandise. Home Trade.		Coasting Trade.		Merchandise exported with a premium.	Merchandise in transit.		In Bond 31st December, 1859.				
Imports.	Exports.	Imports.	Exports.		Imports.	Exports	Official value.		Real value.		
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	£	*s.*	£	*s.*	*d.*
26,534	29,695	21,625	14,377	307	1,344	913	91,461	12	137,180	8	10

CUSTOMS RECEIPTS.

Customs Duties.		Navigation	Salt	Accessary	Total amount.
Imports.	Exports.	Dues.	Duties.	Dues.	Duties levied.
£ s. d.	£	£ s. d.	£ s. d.	£ s. d.	£ s. d.
271,657 7 2½	16,406	8,043 6 5	38,132 8 0	376 7 2½	334,655 8 0

The following Table shows the progress of trade during the 10 years that elapsed from 1849 to 1859:—

Year.	Vessels.	Tonnage.	Duties levied.		
			£	s.	d.
1849 ..	3,322	256,429	229,745	10	0
1850 ..	3,952	305,244	227,631	6	4
1851 ..	4,244	342,861	260,881	14	0
1852 ..	4,037	325,747	292,980	0	10
1853 ..	4,184	362,341	308,688	14	4½
1854 ..	3,999	329,992	271,051	10	0
1855 ..	4,823	418,379	325,405	9	0
1856 ..	4,485	432,756	311,500	12	0
1857 ..	5,294	523,557	329,004	16	0
1858 ..	5,237	529,762	344,270	0	0
1859 ..	5,155	537,234	338,655	0	0

There is an apparent deficiency in the customs' receipts of 1859, as compared with those of 1858, but as the sum of £13,041 due by the Minister of War on account of grain brought in for the use of that department in 1853, was added to the receipts of 1858, the actual revenue for that year amounted only to £331,229, making in reality an augmentation in 1859, of £7,426. The only product upon which the customs have sustained any loss is salt, not because the consumption has diminished, but because salt extracted from the sea (the only kind that pays duty in Dunkirk) is now subjected to the competition of salt transported by rail from the mines in the east of France, and is sold in increasing quantities in this department.

Recapitulation.

MERCHANDISE.

	Tons.
Imports—	
From foreign ports	34,808
Other bonded warehouses	701
Coasting trade	21,625
Transit	1,348
Cod Fisheries—	
Cod-fish..	1,081
Oil	88
Produce of minor fisheries	291
Total of Merchandise imported	59,937
Exports—	
Exportation "General Commerce".	37,539
Sent to other bonded warehouses ..	21
Coasting trade	14,377
With premium	307
Transit	913
Direct re-exportation	1,128
Total of Merchandise exported	54,285

Cod Fishery, 1859.—143 vessels, measuring together 13,407 tons, and the crews amounting to 2,129 men, left for these fisheries: seven of these vessels proceeded with their cargoes to Cette and Bordeaux. The produce brought direct to Dunkirk amounted to 4,324 tons, and the total value to £88,441.

NATIVE SUGAR.

	Tons.
Quantitty manufactured in the arrondissement	760
Delivered for direct consumption	105
Sent to bonded warehouses	518

FOREIGN SUGAR.

Quantity delivered for consumption	619
	£
Tax levied, including the decime	13,593

Taxes levied on the canals and rivers of the arrondissement, £2,336. Amount of revenue accruing from the Octrois established in the different localities of the arrondissement of Dunkirk, £16,642 18*s.* 11*d.*

The principal British imports have been coals and other minerals, metals, fruit and grain, vegetable products for manufacturing purposes, live animals, animal produce (including skins, bones, hoofs, wool, &c.), machinery, tools, and oil-cakes. The total weight of all merchandize brought from the United Kingdom in 1859 was 1,514,384 cwt.

The chief exports to Great Britain have been grain, flour, colonial produce, vegetable produce (including sugar and fruit), prepared dyes, liquors, tissues, skins and bones of animals, and live animals. Total weight, 1,972,503 cwt.

From the port of Gravelines during the six summer months about twenty-four millions of eggs are exported to England. Meat, butter, eggs, and even fruit and vegetables are exceedingly dear, and are exported in quantities. The Octroi is a considerable burden, not only on account of the tax, but also from the delay and trouble it occasions. I submit a list of some of the articles subject to this duty and the rate of charge:—

TARIFF of the Octroi of Dunkirk.

Goods liable to Duty.	Measures and Weights.	Duty.		
		£	s.	d.
Wine in casks or bottles	22 gals.	0	2	11
Brandy and other spirits	,,	0	9	8
Beer made in Dunkirk	,,	0	2	5
Vinegar, above 30 degrees ..	,,	2	0	0
Oil, except cod-liver	,,	0	9	8
Oxen, cows, heifers, &c.	2 cwt.	0	2	10
Calves	,,	0	4	0
Hams, tongues, and sausages ..	,,	0	16	0
Hay	8 ,,	0	1	0
White soap, 4*s.*, and soft soap ..	2 ,,	0	7	6

Agriculture.—As was in some degree anticipated of the cereal crops of 1860, the produce of wheat in particular is of an inferiorquality in this district, and from the peculiar nature of the weather during the reaping of the crops, the latter was not in a good state for putting into the granaries, and consequently the flour produced from it has been by no means good. I have already remarked in my short report of 31st March last, that the seed-time was exceedingly unfavourable, on account of the heavy rains which saturated the soil to such an extent as to preclude the possibility of sowing at an early period. Variable weather, with cold winds and rain, prevailed to such an advanced period of spring as to cause great alarm to the agriculturist. During the month of May, however, although in no respect genial, dry weather set in, and in a few weeks changed the aspect of affairs, and the farmer had an opportunity of working his land into good order for the reception of the seed. During the month of June the weather has been most favourable for farming operations, and in consequence of the late great heat, and at the same time occasional showers of light rain, the crops have assumed a healthy and luxuriant appearance. The hay has been early cut and proves a good crop. Potatoes are abundant, and no symptom of disease has as yet appeared. Great improvements might be made in cereal as well as green crops were the farmers to introduce a change of seed from England or Belgium; in all the white crops, wheat, barley, oats, &c., the pickle is small, and the husk large, most particularly in oats, and a cargo is now in harbour of the black oat, imported from Norway, which is the least productive of any. Were the farmers to supply themselves with the seed of the potatoe and the angus oats, from Scotland, they would very soon reap the benefit by a large return of the finest quality. In horticulture the same rule holds good; the soil is admirably adapted for the production of vegetables, and the supply is abundant, but from constant use of the same seed and plants in the same soil the produce is inferior in fibre and quality. In addition to which the plants are too much forced by the nature of the manure used in the gardens, the consequence of which is quick growth, coarseness, and rapid decay. There is an exception to this in favour of carrots, which as the soil is sandy arrive at great size and very fine quality. In the whole of this district there are 37 thrashing machines, principally moved by wind. The average cost of land for purchase is 75*l.* per acre, and lets at 1*l.* 18*s.* to 2*l.* Pasture land brings 190*l.* per acre for sale, and lets at 2*l.* 12*s.* to 3*l.* A farm-labourer gets from 1*s.* 5*d.* to 1*s.* 7*d.* a-day, a woman about 1*s.* 1*d.*, without food. About 14,000 acres have been tile drained, at the cost of 3*l.* an acre; the result has been most satisfactory, and the practice is extending every day. Corn is generally stacked. Hay is almost always housed.

Population and Industries.—By the census taken last month, the population is found to be above 32,000 souls, an increase of nearly 3,000 upon that taken in 1856. Although there is no material advance in the industrial movement, as far as can be judged by the small number of new establishments that have been sanctioned (these having chiefly consisted of stores for salting fish), there are many whose condition is both satisfactory and flourishing; about 2,588 men, women, and children find employment in 62 different establishments. The principal factory is Messrs. Dickson's and Co., for the manufacture of linen, sail-cloth, and carpets, which employs 866 hands, whose wages amount to 316*l.* per week, while about 34,358 cwt. of raw material are employed annually, value about 80,000*l.*, and producing manufactured goods to the amount of 120,000*l.* per annum. In addition may be cited the following, the yarn and linen factory of M. Massat, which employs 58 hands, the product reckoned at 28*l.* daily. A considerable sugar factory, employing 100 hands, average wages 1*s.* 8*d.* per man, and 1*s.* per woman a-day. The iron foundry of M. Malo, where 120 people are employed at 2*s.* 6*d.* a-day, produces 12,000*l.* per annum; and an establishment for drying and preserving vegetables, employing 77 hands, wages 2*s.* 2*d.* a-day men, and 1*s.* 4*d.* for women.

Public Works.—There are five navigable canals in this district, but owing to the peculiar nature of the soil, the frequent changes or level incident upon the drainage of the "Waterenques" and "Moëres," and the occasional want of rain, the navigation is frequently impeded and even rendered impossible if the boats are much loaded. As this mode of communication is convenient and suited to the habits of the people, the Government engineers are occupied with plans for its amelioration; the lowering of the dues will exercise a beneficial effect, as it will enable them to sustain the completion of the railway, which under their former disadvantages they could not do.

Railway.—By a supplementary clause in the tariff for the railway of the "Nord" and its branches, the stations of St. Quentin and Dunkirk are taken as "Points de départ" for the transport of seed-oil, in cask; from Dunkirk to Paris 220 gallons will cost 30 fr.; tin, steel, and iron, worked in bar or in cask, are fixed at 10 francs per 1,000 kilogrammes from station to station, from Lille to Paris.

Telegraph.—A direct communication is now established between Dunkirk and Calais, so that telegrams can be dispatched to England without being transmitted to Lille, affording a saving in time and cost. By the new regulations the expense will be fixed at 9½*d.* for 20 words in the same department, for those dispatched between contiguous departments 1*s.* 2¾*d.*, and for messages to any other part of the empire comprising the same number of words 2*s.* 6*d.*

Exchange.—The average rate of exchange in 1860 was 25 francs, during the current year the rate has risen considerably, being at 25 francs 30 centimes per pound sterling.

HAVRE.

Report by Mr. Featherstonhaugh, British Consul at Havre, on the Navigation of that Port during the year 1860.

Notwithstanding the doubts and distrust as to the continuance of peace created amongst men of business by continental politics during the past year, the navigation and commercial relations of the ports of this Consulate have been well sustained. In 1860, 6,037 vessels, including the coasting-trade (3,581), entered the port, having a tonnage of 1,021,088, against 6,185, having a tonnage of 953,295, in 1859.

Of the 2,456 vessels not engaged in the coasting trade in 1860, 1085 were British vessels with a tonnage of 241,845, against 1,083 British vessels, with a tonnage of 224,572 in 1859. Of these 551 were colliers, and the value of their cargoes of coal is estimated at 77,848*l.*

The manifests of those ships laden with other kinds of merchandise never being produced at the consulate, the value of their cargoes remains unknown.

In consequence of the admission of cotton free of duty, and of the reduction of that upon sugar, the duties receivable at the Customs have fallen off in 1860, to the amount of about three millions of francs; but these measures are now generally admitted to be producing salutary effects, reconciling the cotton manufactures, to a certain extent, to the provisions of the Commercial Treaty, and reducing the retail price of sugar to the lower classes.

The importation of cotton into the port of Havre during the year 1860, was as follows:—

	Bales.
From the United States ..	593,780
„ Brazil	1,654
„ Other ports	36,761
	632,195

In 1859 the importation was as thus:—

	Bales.
From the United States.. ..	364,471
„ Brazil	2,374
„ Egypt	342
„ Other ports	21,003
	388,190

The total amount of bales of cotton imported into France during the year 1860, from the countries specified above, was 684,594 bales, against 3,366,685 bales imported into Great Britain during the same period, from the same countries.

The importance which Havre is assuming to the commerce and manufactures of France, may be perceived by the above statements by the great increase of population, the prodigious number of dwelling houses that are erecting, and by the public improvements that are rapidly converting an old fortified town, with inconvenient narrow streets, into a handsome modern city. The improvements into the entrance of the port are being carried out steadily, and will admit of vessels entering with the heaviest tonnage.

This prosperous state of things is of necessity accompanied with its concomitant evil, a great increase in the price of all the necssaries of life. The neighbourhood of Havre is not a productive one, nor is there as in England a class of people with sufficient capital and enterprise to make the supply correspond with the demand of a great fixed and moving population. The markets are principally supplied from a great distance, and especially from Lower Britanny; but such is the number of passengers vessels bound to distant parts of the world, and to ports in Europe, that what with their demands, and the forestallers that send the best fish, poultry, and other necessaries by rail to Paris, the markets are daily swept of the best provisions, which are only yielded to the resident inhabitants on payment of exorbitant prices.

The commercial relations of this port with the United States of America, are so extensive that apprehensions of a grave character are entertained by some persons deeply interested in the matter, lest a long period of interruption to their regular intercourse with that country, should take place by reason of the possibility of a civil war breaking out there, for it is thought, and not without reason, that the oppressive tariff enacted into a law by the Congress that expired on the 3rd March, 1861, will be an insuperable barrier to any reconciliation betwixt the north and the south, and that consequently the new President, to carry out his public declarations, must by coercion, which would produce civil war.

On the other hand persons of great experience in the United States, and who are also interested in the result, assure their correspondents here that the tariff law will soon be repealed, for it is highly probable that the new Congress will be soon convened. In the meantime they state that extensive measures are secretly taking in the United States—as was the case during the war with England in 1812—to organize a system of smuggling along their whole coast to the Gulf of Mexico, it being impossible to establish an effective blockade through such an extensive coast, with the present limited navy of the United States. It is stated also that measures are already in contemplation by the new Government at the south, to issue letters of marque and reprisal.

GEORGIAN ISLANDS.

TAHITI.

Report by Mr. Miller, British Consul at Tahiti, upon the Trade and Shipping at Tahiti, during the year 1860.

The subjoined tables, marked A and B, exhibit the total amounts of trade and navigation for each of the last five years at the port of Papeete, through which the entire Foreign Trade of the island of Tahiti and its dependencies continues, it may be said, to be carried forward:—

A.—Summary of the Shipping of all Countries that arrived annually at Tahiti from the year 1856 to the year 1860.

Years.	Direct and Indirect Trade; with Cargoes, and also in Ballast.											
	Merchant Ships employed in the *Foreign Trade* (exclusive of Whalers).			Whaling Ships.			Merchant Ships employed in the *Coasting* or inter-island Trade between Tahiti and its Dependencies.			Total of Merchantmen and Whalers entered in each year.		
	Vessels entered.	Tons.	Crews.	Vessels entered.	Tons.	Crews.	Vessels entered.	Tons.	Crews.	Number of Vessels	Tons.	Crews.
1856 ..	114	12,076	747	13	4,881	374	28	1,324	140	155	18,281	1,261
1857 ..	111	8,548	637	17	7,708	538	27	1,308	137	155	17,564	1,312
1858 ..	110	10,511	698	19	6,972	574	25	983	116	154	18,466	1,388
1859 ..	124	11,877	895	11	4,280	359	30	1,343	160	165	17,500	1,414
1860 ..	96	9,388	701	5	1,721	132	44	1,653	222	145	12,762	1,055

The Coasting Trade mentioned in the preceding table, consisted almost entirely of the trade between Tahiti and those of its dependencies known as the Panmotu Islands, and from whence are chiefly obtained the pearl shells and the cocoa-nut oil, afterwards exported from Papeeta; a few trading voyages made between Tahiti and the other French establishments of the Marqueses and Gambier groups are also included, as this latter description of voyages is likewise deemed Coasting Trade (*cabotage*), and the whole is reserved exclusively to vessels carrying the French or the Protectorate (Tahitian) flag. Practically, this inter-island trade continues to be carried on by vessels registered at Tahiti, which wear the French Protectorate Flag, and of which tonnage it may be added that British residents own upwards of three-fourths.

B.—Approximate Statement of the Annual Value of the Imports and Exports at Tahiti from the year 1856 to the year 1860.

Years.	Value of Imports.				Value of Exports.			
	Products of Islands of the Pacific.		Other Merchandise.	Total.	Products of Tahiti and its Dependencies, and of other Islands of the Pacific.	Other Merchandise (re-exported).		Total.
	£		£	£	£	£		£
1856 ..	21,557	In this amount is unavoidably comprised the value of the imports from the *Dependencies* of Tahiti.	91,238	112,795	20,190	42,359	In this amonnt is unavoidably comprised the value of the re-exports to the *Dependencies* of Tahiti.	62,549
1857 ..	9,290	These four amounts do *not* comprise the value of the imports from the Dependencies of Tahiti.	98,322	107,612	20,443	22,421	These four amounts do *not* comprise the value of the re-exports to the Dependencies of Tahiti.	42,864
1858 ..	9,677		74,185	83,862	14,254	22,859		37,113
1859 ..	10,242		71,015	81,257	23,037	22,001		45,038
1860 ..	9,667		52,313	61,980	22,410	15,310		37,720

The total value of exports as above given for each year does not include either the remittances made from Tahiti by bills of exchange on the French Government, or the remittances in specie issued by the French authorities or introduced from other sources. The precise amount of such remittances cannot be ascertained, but they must have formed the major part of the returns that were made from hence for the imports of merchandise other than island products.

The progressive falling-off, from the year 1858, which is exhibited by the foregoing return (B) in the amount of foreign merchandise annually imported, is believed to be in a great measure the result of the reductions that were made during the period in question in the French garrison and naval forces stationed at these islands. Towards the end of the past year, 1860, both the garrison and the naval station were, it is true, reinforced; but the decrease, consequent upon their previous reduction, as well in the amount of money circulated as in the consumption of goods, could scarcely fail to have a very perceptible effect upon the trade of this country, whose own population is so scanty.

Amongst other causes which may likewise have contributed to produce the falling-off in the import trade above referred to, should be mentioned the continued decrease that has taken place in the number of whaling ships calling at this island, as also the diminution that has occurred in the number of vessels coming hither for repairs. Moreover, the rise in the retail prices of most manufactured goods, which has followed the establishment, of latter years, of import duties thereon, most probably has tended to diminish to some extent the demand from native consumers.

The remarks in the Commercial Report from this Consulate for the year 1856, upon the subject of the employment of British capital in the Foreign Trade of Tahiti (not less than two-thirds of which may safely be said to be done on account of the resident British merchants), as likewise the observations respecting the origin and general description of the Imports, and the character of the Export Trade, continue to be applicable up to the present time; whilst, as a sequel in the return embodied in that report of the principal island products that were exported annually from 1845 to 1856, the following statement is submitted, which will show the amount of the exports from hence during each of the subsequent years, from 1857 to 1860, of products of Tahiti and its dependencies, and of other islands of the Pacific, collected at the port of Papeete, or there entered outwards;—

Years	Cocoa-nut Oil.		Pearl Shells.		Oranges.		Other Island Products.	Total Value.
	Quantities.	Value	Quantities.	Value.	Quantities.	Value.	Value.	
	tuns.	£	tons.	£	thousands.	£	£	£
1857	321	9,459	272	6,448	2,229	3,168	1,368	20,443
1858	182	5,291	160	3,844	2,402	3,563	1,556	14,254
1859	167	4,990	457	10,797	3,660	5,136	2,114	23,037
1860	381	11,410	279	8,039	1,314	1,866	1,095	22,410

The whole of the cocoa-nut oil and pearl shells were obtained from the neighbouring islands, and other groups, chiefly, as before observed, from the Panmotu Islands, and in return for goods re-exported from Tahiti. This inter-island traffic continues to be almost wholly carried on by British merchants resident at Papeete.

The oranges were the produce of Tahiti itself and its dependency, the island of Moorea. The exports of this fruit were nearly all destined for San Francisco, California; but the demand appears to be becoming less active, in consequence of the increasing abundance of fruits grown in that country.

The column headed in the return "Other island products," comprises the value of the pearls, arrowroot, lime-juice, limes, cocoa-nuts, &c., exported in each year; the average annual value of the exports of pearls may be roughly estimated as between 600*l.* and 800*l.*

Exports of every kind remain free of duty.

There have been no changes in the rates of duties on imports since those adverted to in the writers' last Commercial Report, dated on the 26th of March, 1860; but a material augmentation was soon after made in the official scale of prices upon which the duties *ad valorem* are computed. This circumstance, together with the increased rate of duties that had become applicable to wines and spirits imported from the 1st of February, 1860, may serve to account for the excess which is shown by the published statements, in the amount of Customs' revenue collected during last year, over that collected in the year 1859, in which, nevertheless, the importations appear to have exceeded considerably those of 1860.

Years.	Duties of Customs collected at Tahiti.		Navigation Dues collected at Tahiti, and consisting of Tonnage Dues, and Fees for Entry and Clearance.	Total.
	On Liquors imported.	On other Goods imported.		
	£	£	£	£
1859 ..	1,140	1,204	215	2,559
1860 ..	1,474	1,184	246	2,904

From the 1st of January, 1861, all navigation dues (namely, tonnage dues and fees for entry and clearance) were abolished at the port of Papeeta in respect of all vessels of all nations.

No further changes have taken place in the local regulations affecting trade or shipping that seem to call for notice in the present report.

GREECE.

ACARNANIA.

Report of Mr. Colnaghi, British Vice-Consul at Missolonghi, on the district of Acarnania.

Having recently returned from visiting the ports on the north and west coasts of Acarnania, I have now the honour to forward to you a short report on that province.

By Acarnania I understand that portion of Western Greece which is enclosed between the River Achelons (Aspropotamo) on the east, the Gulf of Arta on the north, and the Ionian Sea on the western and southern coasts. The extent of country thus enclosed may contain about fifteen hundred square miles; the country is very fertile and very beautiful. Fine plains, suitable for the cultivation of corn, are intersected by mountains covered with forests of valonea oaks; in the interior vines are plentiful. The climate is generally healthy, with the exception of some marshy spots in the plains, where fevers are prevalent in summer.

The principal productions of Acarnania are valouca, timber, wheat, Indian corn, and other grain, wool, wine, and tobacco. Sheep, goats, and larger cattle are very numerous, and form an article of exportation; and the mountains abound with red deer and other game. Coal is found in the northern part of the province, but its quality has not yet been definitely ascertained, and copper is said to exist in the mountains.

Unfortunately, owing to the thinness of the population and other causes, large tracts of fertile land lie uncultivated; there are no roads throughout the country, and in the wet season communication is frequently interrupted between Etolia and Acarnania by the overflowing of the Achelons, the largest and most rapid river of Greece. This river can only be crossed in a wretched ferry-boat, an operation always attended with difficulty, if not danger, during the winter months, owing to the rapidity of the stream.

Acarnania is at present divided into the Eparchies of Valto (in the east) and Zyromero (in the west and south), each under the jurisdiction of an Eparch, an officer subordinate to the Monarch, or Prefect of Etolia and Acarnania, resident at Missolonghi. The military force in these districts consists of detachments from the garrison at Missolonghi.

The total amount of population in Acarnania was reckoned, according to the Government returns of 1856 at 29,225 souls, and I see no reason to suppose that it has undergone any material alteration during the last four years. The land under cultivation is is principally worked by Ionian labourers, who annually leave their islands in considerable numbers, two or three thousand, at sowing and harvest time. The Ionians who visit Acarnania are principally from the islands of Cephalonia and St. Maura, without them cultivation could not be carried on. The inhabitants of this province may be divided into three classes — large proprietors, peasant proprietors, having small holdings, and shepherds. The large proprietors are, in several instances, descendants of the Armatole chiefs who held sway in Acarnania under the Turkish dominion; they still possess considerable influence in their respective districts. The inhabitants of the district of Valto are principally shepherds and husbandmen. They have the reputation of being intelligent, but difficult to manage, and idle; the inhabitants of Zyromero are quieter; they are more industrious, and their villages are larger and cleaner.

There are several tribes of shepherds of Sclavonic origin established in the country. They are quite distinct from the native population, speak a language of their own, a Sclavonic dialect, and generally live apart. In the winter they tend their flocks in the plains; in the summer they pass over to the high mountains of Eurytania.

I will now briefly describe the princpal ports on the northern and western coasts.

Cararasera, situate at the end of a fine bay in the south-east corner of the Ambraciot Gulf, is the chief town of the Eparchy of Valto. Here reside the local authorities. The town now possesses an independent Custom-house, established during the last six months. Cararasera contains about 1,500 inhabitants, and increases every day in importance. The exportation of valonea and wool, and the importation of coffee, sugar, and manufactured goods, principally from the Ionian islands, form the chief trade of the town. English vessels load valonea, and about 100 Ionian boats enter the port yearly.

Vonitza situate on the southern shore of the Gulf of Arta, is the chief town of the Eparchy of Zgromero, and contains about 1,400 inhabitants. Formerly, all vessels passing up the Gulf were obliged to stop at Voultza; but since the Custom-house has been established at Cararasera, this is no longer the case. The principal trade of this town is a small export of wool; when the harvest is good, Voultza supplies Prevesa on the opposite coast with Indian corn.

Zaverda, on the west coast, opposite the Island of Sta Maura, may contain about twelve hundred inhabitants. The chief trade consists in the export of cattle for the garrisons of the Ionian Islands.

Mytica—situate in a fertile plain on the west coast, opposite the island of Calamo, is a rising village at present only containing forty houses; cattle are also exported from hence to the Ionian islands.

Astaco, or Dragomestra, on the west coast between Mytica and the mouth of the Achelons, is situate at the head of a fine bay, and is the principal port of Acarnania for the export of Valonea; wool is also exported from Astaco. English vessels load here. The village may contain about 800 inhabitants.

I am informed that the Greek Steam Navigation Company intend to run their steamers down the west coast of Acarnania, touching at Zaverda, Mytica, and Astaco. This arrangement will be of great advantage to commerce if carried into effect.

Acarnania contains many ruined cities of the Hellenic period, among which may be mentioned the ruins of Stratus and Æniadæ which are very extensive; but few inscriptions or fragments of statues have been found as yet, though it is probable that excavations undertaken with care, may bring many interesting objects to light.

I enclose a table, showing the average annual amount of exports from the principal ports of Acarnania:—

TABLE showing the average Annual amount of Exports from the principal ports of Acarcania.

Port of Exportation.	Valonea.*		Wool.†		Grain, including Wheat, Indian Corn, Barley, and Oats.‡		Cheese.§		Oxen.‖		Sheep, Goats, and Pigs. ¶	
	Quantities.	Value in £ sterling.	Quan-tities.	Value in £ sterling.	Qaan-tities.	Value in £ sterling.	Quan-tities.	Value in £ sterling.	Numbers.	Value in £ sterling.	Numbers.	Value in £ sterling.
	lbs.	£ s. d.	lbs.	£ s. d.	Qr.	£ s. d.	lbs.	£ s. d.	Head.	£ s. d.	Head	£ s. d.
Cararasera	2,000,000	7,142 4 2	220,000	2,857 2 10	920	980 0 0	...	...	...	...	...	...
Vonitza	...	...	55,000	714 5 0	1,200	1,270 0 0	...	...	...	...	...	...
Zaverda	22,840	85 7 1	2,418	30 10 8	759	851 9 0	8,505	110 14 3	285	1,150 12 10	2,047	1,188 13 7
Mytica	100,000	357 8 7	1,100	14 5 9	370	425 0 0	4,125	54 9 7	100	405 11 5	1,000	594 5 0
Astaco	5,000,000	17,857 9 4	41,250	535 8 7	720	750 0 0	41,250	545 4 8	1,500	6,088 2 1	9,000	5,346 8 0
Total ...	7,122,840	25,442 9 2	319,768	4,151 12 10	3,969	4,276 9 0	53,880	710 8 6	1,883	7,644 6 4	12,407	7,129 6 7

* The crop of Valonea varies according to the season, one year more, another less; exported principally to England and Trieste.

† Exported principally to Trieste, Ancona, and England.

‡ Chiefly to Patras and the Ionian Islands. I can only give the general account of grain exported.

§ To Constantinople, Malta, the Ionian Islands, and Patras. The round cheeses to Europe, the fresh to various parts of Greece.

‖ To the Ionian Islands.

¶ Of this number 4,000 pigs are exported to Malta for the use of the fleet. This export varies greatly.

This table merely serves to show the approximative annual exportation at each port. Statistical information can be obained in Greece with difficulty, and cannot always be relied upon. The principal articles of exportation only are given.

PATRAS.

Report by Mr. Ongley, British Consul at Patras, on the commerce of that district for 1860.

THE trade of the western part of the Morea, in 1860, has slightly exceeded in value that of 1859, but it has been greater in quantity than in any previous year. This has been owing to the very abundant crop of currants; but although the quality was excellent the price obtained for it was low, so that whilst the labouring classes, the shipping interest, and the Government thereby largely profited, the result to the owner of the soil was not very advantageous.

The accompanying tables of the various exports will show that the shipments from—

Patras amounted to	£346,238
Pyrgos, whose port is Catacolo	45,304
Calamata	41,945
To which is to be added the shipments of Currants from Vostizza, Cyllene, and Filiatra, valued at	140,000
In all	£573,487

against £570,269 in 1859.

The following is an official note of the exports of currants from the different ports of Greece during the year, as well as the name of the districts in which they were grown:—

Districts where Grown.

Ports whence Exported.	Patras.	Vostizza.	Corinth.	Pyrgos.	Filiatra.	Gastouni.	Calamata.	Navarino.	Argos.	Messo-longhi.	Lepanto.	Doris.	Total.
	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.	Venetian pounds.
Patras... ...	14,961,787	154,896	9,481,317	11,175,726	6,318,031	1,024,146	1,776,170	1,399,306	544,140	2,213,667	102,902	...	49,152,088
Vostizza ...	...	11,460,656	987,949	51,824	...	...	...	...	...	...	...	12,724	12,513,153
Catacolo ...	...	...	...	7,914,625	22,000	1,991,859	...	...	...	...	...	...	9,928,484
Cyllene ...	...	...	...	1,168,735	...	...	...	...	..	...	...	...	1,168,735
Filiatra ...	...	...	...	...	1,722,170	...	...	...	...	...	...	...	1,722,170
Calamata ...	...	...	...	...	...	...	963,232	...	...	...	...	...	963,232
Nisi	...	...	...	...	...	...	599,900	...	...	...	...	...	599,900
Navarino ...	...	...	...	...	...	...	...	84,824	...	...	...	...	84,824
Nauplia ...	...	...	...	...	...	...	...	...	442,837	...	...	...	442,837
Missolonghi	...	...	...	...	...	...	...	...	...	1,857	...	...	1,857
Piræus ...	...	...	...	...	...	...	27,186	...	193,801	...	...	...	220,987
Syra	324	...	...	4,894	12,643	...	459,506	119,949	664,564	...	...	..	1,261,880
	14,962,111	11,615,552	10,469,266	20,315,804	8,074,844	3,016,005	3,825,994	1,604,079	1,845,342	2,215,524	102,902	12,724	78,060,147

The whole amounts to 36,683 tons, of which—

Tons.	
30,126	were sent to England and North Germany.
4,867	to Austria, and
705	to America.
35,698	
985	sent to Egypt, France, Turkey, Italy, Danubian Provinces and Russia.

New plantations of this vine are being made. The young ones will be coming into full bearing, so that with favourable weather, there is reason to believe that each succeeding crop will be larger than the preceding one.

From the accompanying tables it will be seen that those at—

Patras, amounted to	338,683
Pyrgos „	10,601
Calamata „	26,591
In all	£375,875

against £317,892 last year.

No particular change has taken place in the articles of import. Of manufactures, a considerable quantity has come from the Ionian Islands, having been there transhipped from English steamers from England.

The amount of British tonnage arrived at this port during the last five years is as follows:—

	Vessels.	Tons.	Imports.	Exports.
			£	£
1856 ..	131	29,095	115,427	703,900
1857 ..	102	25,270	112,340	447,672
1858 ..	146	37,555	113,228	478,653
1859 ..	120	32,382	69,172	482,882
1860 ..	153	43,709	61,060	494,807

This shows an increase over that of last year of 35 per cent., which is to be attributed in part to the arrival of many steamers that take in only a portion of their cargoes, and then proceed elsewhere to fill up.

The rate of freight has ranged from 50*s.* to 80*s.* per ton gross and 10 per cent. primage per steamer, and from 40*s.* to 55*s.* per ton nett weight and 10 per cent. primage per sailing vessel.

A new line of British steamers, called the Anglo-Ionian, has lately been established between this port and London, calling at Gibraltar, Malta, and the Ionian Islands, so that goods can now be shipped from England direct to this port by steamers, whereas before they had to be sent to the Ionian Islands.

The Austrian Lloyd's Company had a small steamer plying between this and Corfu in the currant season; but they soon gave it up, as few goods offered here for transhipment at Corfu to Trieste.

The steamers of the Greek Company continue to run between this and the Ionian Islands, as well as to various ports in Greece and Turkey.

The price at Patras of the principal articles of import and export during the year has been as follows:—

		£	*s.*	*d.*
Madapolams	40 yards per piece ..	0	16	0
Calico	„ „ ..	0	7	0
„ Printed	„ „ ..	0	10	0
Cotton Twist	per 10lbs. bundle ..	0	10	0
Grey Cloth	24 yards ..	0	9	0
Grey Cloth, stripped	per yard ..	0	0	4
Lead	per cwt. ..	1	7	0
Sugar	„ „ ..	2	10	0
Pepper	„ „ ..	3	10	0
Alum	„ „ ..	0	10	6
Idigo	per oke (2¾lbs.) ..	1	4	0
Cochineal	„ „ ..	1	0	0
Iron Bars (common)	per cwt. ..	0	12	6
„ „ (best quality), Swedish	..	0	19	0
Iron Hoops	per cwt. ..	0	16	0
Tin, in bars	„ „ ..	0	7	10
Tin plates, in boxes	per box ..	1	18	0
Hides (dry), best	per cwt. ..	8	10	0
Coals	per ton ..	1	15	0
Coffee	per cwt. ..	4	10	0
Herrings	per barrel ..	1	10	0
Salted Cod Fish (British possession)	per cwt. ..	1	12	0
Saltpetre	„ „ ..	2	4	0
Average Price.		£	*s.*	*d.*
Currants	per cwt. ..	0	17	0
Figs	„ „ ..	0	15	0
Valonea	per ton ..	7	0	0
„ Camata	„ „ ..	9	0	0
Fustic	„ „ ..	5	0	0

The rate of exchange has ranged from 50¼*d.* to 53*d.* per dollar of six drachmas.

Houses and warehouses of stone are continually being built at Patras. The streets are being macadamized, and the footpaths are being paved with flagstones. Rents still continue very high, and houses are taken long before they are finished. This city promises in a few years to become one of the finest in the eastern part of the Mediterranean.

Report of Mr. Neale, British Consul at the Piræus of Athens, on the trade of Greece, &c., for the year 1860.

The same prosperity which attended Greece for the five years ended 1859, continued in 1860.

It is true that the crops though not deficient in 1860, were not adequate to the consumption, and led to the importation of grain, still there was not in consequence any marked suffering occasioned to the inhabitants, or disturbance to the commerce.

The following is a total of the imports and exports in the year 1859:—

Importation, drachmas	46,244,855
Exportation „	24,431,787

The average of the eight years from 1851 to 1858, were as follows:—

Importation, drachmas	28,222,162
Exportation ,, ...	15,784,087

It will thus be seen that there has been a considerable increase both in the importation and exportation.

The following is a total of the imports by countries, in 1859, under the heads of special and general commerce:—

Special commerce is that which respects the imports consumed in Greece, and the general commerce includes the articles which are imported for consumption in Greece, or in transit for exportation.

	Special Commerce.		General Commerce.	
Countries.	Total values in drachmas.	Percentage.	Total values in drachmas.	Percentage.
Turkey	10,728,308	23·20	13,860,073	27·70
England ..	10,256,316	22·10	10,417,270	20·85
Austria	7,510,065	16·21	7,598,322	15·20
France	7,434,895	16·09	7,661,352	15·24
Russia	1,763,815	3·82	1,777,543	3·56
Two Sicilies ..	1,093,531	2·37	1,087,227	2·18
Egypt	1,075,112	2·32	1,099,384	2·20
Ionian Islands ..	1,045,392	2·27	1,137,609	2·25
Principalities ..	1,041,287	2·25	1,033,787	2·07
Holland.. ..	952,004	2·07	974,467	1·95
Sardinia.. ..	760,276	1·65	692,153	1·39
America.. ..	617,451	1·34	629,404	1·26
Tuscany ..	283,871	0·61	293,058	0·58
Belgium ..	235,966	0·50	257,103	0·50
Spain	23,407	0·05	23,407	0·04
Divers	1,420,159	2·07	1,420,159	2·84
Total.. ..	46,244,856	100·00	49,962,317	100·00

The exports by countries in the proportion of their importance were as follows:—

EXPORTATION.

	Special Commerce.		General Commerce.	
Countries.	Totals in drachmas.	Percentage.	Totals in drachmas.	Percentage.
England ..	11,387,699	46·00	11,492,281	41·22
Turkey	4,017,461	16·45	7,003,762	25·12
France	2,834,129	11·60	2,945,709	10·57
Austria	2,688,194	11·00	2,769,916	9·93
Ionian Islands ..	1,273,415	5·21	1,382,362	4·96
America.. ..	525,639	2·15	525,639	1·89
Russia	443,698	1·82	158,259	1·64
Egypt	225,139	0·92	248,384	0·89
Tuscany.. ..	183,089	0·75	186,585	0·67
Naples	180,886	0·74	181,088	0·64
Principalities ..	73,720	0·30	82,342	0·29
Belgium ..	8,500	0·04	8,500	0·03
Sardinia.. ..	110,383	0·45	110,948	0·39
Spain	3,960	0·01	3,960	0·01
Divers	475,875	1·95	488,572	1·75
	24,431,787	100·00	27,888,247	100·00

The imports had reached the highest figure of any preceding year in 1859, viz., drachmas 46,244,855, and it is expected that the imports for 1860, when the returns are made, will exceed that for 1859.

Of the dues received in importation, the divers ports of Greece rank as follows:—

Ports and Places.	Percentage.	Ports and Places.	Percentage.
Athens	5·07	Galaxide ..	0·69
Piræus	16·88	Gythium ..	0·58
Patras	21·28	Catacoli ..	1·46
Syra	33·92	Cume	0·58
Santorin	1·47	Missolonghi ..	1·10
Calamata ..	3·34	Tenos	1·04
Lamia	2·42	Hydra	1·74
Nauplia	3·49	Chalcis	1·43
Spetzia	1·98		
Astacos	0·40		100·00
Vonitza	1·15		

It thus appears that the principal trade is with the three principal ports, of Syra, Patras, and Piræus, which present an aggregate of—

	77·15	per cent.
And the other places ..	28·85	,,
Total	100·00	,,

The same, it is to be observed, pertains in regard to the shipping.

The total customs revenue, in the year 1858, was apportioned as follows:—

	Drachmas.
On Importation	3,713,455
,, Exportation	573,935
Shipping Dues	166,978
Transit	63,213
Fines	35,625
Divers	5,525
Total	4,577,823

The sums on the imports and exports simply give an average duty of 10 per cent.

Of the imports and exports the proportion of dues, during each of the four quarters of the year, were as follows:—

Periods.	Importation.	Exportation.
	Drachmas.	Drachmas.
1 Quarter	11,320,815	2,992,749
2 Do.	9,932,641	2,506,461
3 Do.	11,074,449	11,185,997
4 Do.	13,916,950	7,746,580

The total imports of all nations under the following classification of articles were as follows:—

Articles.	Value in drachmas.	Total value in drachmas.	Percentage.
Tissues, Cotton	4,433,627	..	..
,, Woollens	1,228,512	..	..
,, Woollen Cloth ..	1,002,225	..	..
,, Millinery	852,434	..	..
,, Silk	661,527	..	..
,, Linen and Canvas ..	388,707	..	..
,, Clothing	166,497	8,733,539	18·88
Grain	7,098,628	..	..
Flour	128,103	7,226,731	15·62
Hides, Raw	3,941,086	..	..
,, Prepared	629,133	4,570,219	9·88
Sugar	..	3,015,819	6·52
Wood, all kinds	..	2,338,731	5·06
Cotton Twist	..	2,018,069	4·36
Animals	..	1,396,897	3·02
Iron, Unwrought	555,328	..	..
,, Manufactured ..	777,962	1,333,290	2·88
Salt	..	1,228,978	2·66
Coffee	..	1,066,139	2·30
Sulphur	..	962,163	2·08
Rice..	..	856,469	1·85
Oil	..	805,902	1·74
Fezes (red caps)	..	644,834	1·40
Drinks	..	640,630	1·40
Hardware	..	573,954	1·25
Paper	..	509,025	1·10
Points	..	435,665	0·95
Total		38,357,059	82·94
Other Merchandise ..		7,887,796	17·06
		46,244,855	100·00

Total Exports from Greece to all countries in 1859.

Articles.	Value in drachmas.	Percentage.
Currants	12,557,551	51·30
Cocoons	1,872,459	7·60
Wine	1,035,330	4·60
Skins, prepared	906,664	3·68
Fruit, fresh	759,511	3·10
Figs	754,839	3·08
Silk..	709,960	2·90
Tobacco	649,452	2·64
Valonia	644,334	2·62
Animals	639,511	2·60
Grain	527,522	2·14
Cheese	553,400	2·25
Olive Oil	286,350	1·15
Emery	256,421	1·04
Wool	218,702	0·88
Total	22,871,264	93·61
Other Merchandise ..	1,560,523	6·39
Total	24,431,787	100·00

Imports by Greece from England in 1859.

Articles.		Quantities.	Value.
			Drs.
Colonials	okes.	31,031	103,061
Silver	,,	111	15,800
Dye Stuffs, Cochineal.. ..	,,	2,067	52,824
,, Indigo	,,	5,109	136,312
Other Dye Stuffs	,,	71,538	38,598
Butter .. .. : ..	,,	161	455
Potatoes	,,	8,578	1,860
Coals	kant.	118,394	165,569
Aniseed	okes.	241	241
Skins, raw	,,	224,161	479,717
,, prepared	,,	5,773	8,320
Grain	kilos.	564	3,424
Oil of all kinds	okes.	35,322	50,999
Furniture	,,	..	19,293
Instruments and utensils ..	,,	..	3,417
Sugar	,,	214,407	242,562
Animals	heads	2	25
Sulphur	..	592	2,005
Tobacco	..	1,585	13,986
Tin	..	2,754	17,126
Coffee	..	58,099	142,986
Wax	..	622	3,082
Hardware	..	..	35,298
Wire	..	12,355	80,620
Bone, manufactured	..	33	512
Marbles	..	..	68
Machines	..	...	10,295
Lead	..	22,197	13,222
Perfumes	..	59	577
Cotton twist	..	438,479	1,861,499
Nitre	..	42,826	63,804
Wood	..	300	2,400
Fire-arms	..	356	8,249
Fruit, dry	..	18,857	8,598
,, fresh	..	..	2,131
Rice	..	509,766	318,508
Vegetables	..	300	104
Caviar	okes.	9,252	5,872
Other Salt Fish	,,	71,999	112,119
Pottery	kant.	4,423	72,955
Porcelaine	okes.	30,40	1,824
Wines, European	,,	463	947
Other Wines	,,	159,054	360,430
Gunpowder	,,	34,478	164,245
Soap	,,	737	1,205
Iron, unwrought	,,	924,411	429,181
,, manufactured	,,	217,419	179,705
Sponges	,,	16	160
Cordage	,,	5,216	4,181
Tea	,,	232	5,852
Cheese..	,,	2,110	6,294
Glassware	,,	11,261	19,675
Tissues of Cotton	,,	668,586	3,398,110
Linen and Canvas	,,	35,028	196,559
Woollens	,,	34,276	425,883
Wollen Cloth	,,	11,481	178,014
Silk	,,	346	43,123
Clothing	,,	977	12,277
Divers	,,	..	106,745
Medicines	,,	..	12,874
Red Caps, European	,,	265	4,445
,, Turkish	,,	1.164	116,400
Brass, unwrought	,,	32,165	164,762
,, manufactured	,,	4,070	26,331
Steel	,,	1,671	2,734
Paper	,,	10,605	20,547
Gold	,,	1,380	11,120
Zinc, unwrought	,,	3,027	2,433
,, manufactured	,,	127	835
Bronze..	,,	3,682	25,694
Clocks	,,	13	1,920
Divers	,,	..	220,520
Total		..	10,256,316

Some of the principal articles imported into Greece by other countries as well as England.

Colonials.

Countries.	Quantity.	Value.
	Okes.	Drs.
England	51,031	103,061
America	15,589	45,533
Austria	2,833	5,915
Egypt	4,076	4,596
France	9,859	25,749
Ionian Islands	2,213	4,009
Holland	1,085	2,983
Tuscany	436	536
Turkey	11,594	9,257
Divers Countries	3,692	8,841
Total	104,408	210,487

Sugar.

Countries.	Quantity.	Value.
	Okes.	Drs.
England	214,407	242,562
America	1,931	7,208
Austria	41,634	58,612
Egypt	110	220
Belgium	39,004	55,373
France	948,922	1,325,139
Ionian Islands	53,504	83,703
Two Sicilies	60	96
Holland	607,098	913,754
Sardinia	3,153	5,221
Tuscany	5,492	8,770
Turkey	18,203	28,697
Divers Countries	208,040	290,964
Total	2,141,560	3,013,819

Coffee.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	58,099	142,986
America	177,342	308,158
Austria	34,070	79,789
Egypt	246	746
Belgium	569	1,422
France	149,007	350,145
Ionian Islands	39,802	88,589
Spain	592	1,935
Two Sicilies	56	140
Holland	880	2,135
Sardinia	544	1,360
Tuscany	1,396	2,902
Turkey	7,926	18,214
Divers Countries	28,161	67,618
Total	439,620	1,066,139

Rice.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	509,766	318,568
America	1,922	1,154
Austria	309,590	191,620
Egypt	7,993	4,687
France	50,328	28,597
Ionian Islands	18,044	13,043
Spain	11,520	5,768
Holland	10,307	6,085
Sardinia	229,238	137,298
Tuscany	12,358	6,766
Turkey	20,407	12,980
Divers Countries	299,724	129,963
	1,481,197	856,469

DYE STUFFS.

Cochineal.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	2,067	52,824
Other Countries	242	6,532
Total	2,309	59,356

Indigo.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	5,109	136,312
Austria	111	3,128
Egypt	10	250
Ionian Islands	220	5,950
Spain	12	500
Turkey	401	9,624
Total	5,865	155,764

Linseed Oil.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	35,332	50,999
Austria	4,684	7,515
Egypt	365	548
France	8,621	18,788
Ionian Islands	67,454	100,819
Russia	90	130
Turkey	445,086	584,376
Other Countries	30,473	42,727
Total	592,105	805,902

Iron, Unwrought.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	924,411	429,184
Austria	94,582	56,405
Belgium	1,941	1,995
France	9,849	3,601
Ionian Islands	12,557	7,832
Two Sicilies	308	154
Russia	1,276	740
Tuscany	5,717	6,660
Turkey	3,403	10,339
Divers Countries	62,261	36,421
Total	1,116,260	555,328

Iron, Manufactured.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	217,419	179,705
Austria	331,670	342,269
Egypt	120	385
Belgium	47,215	56,796
France	107,595	146,266
Ionian Islands	10,986	15,677
Two Sicilies	605	954
Holland	90	520
Russia	41	24
Sardinia	80	200
Tuscany	5,126	11,641
Turkey	11,857	12,959
Divers Countries	11,772	10,566
Total	744,576	777,962

MANUFACTURES.

Cotton.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	668,586	3,391,110
America	9,590	44,175
Austria	41,023	259,777
Egypt	6	35
Belgium	35	550
France	22,987	288,339
Ionian Islands	13,450	90,587
Spain	544	6,099
Two Sicilies	1	12
Tuscany	22	341
Turkey	3,259	22,863
Divers Countries	12,673	59,796
Total	772,176	4,433,627

Linen and Canvas.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	35,028	196,559
America	152	1,890
Austria	22,944	129,417
France	4,399	382,516
Ionian Islands	218	678
Two Sicilies	190	1,600
Russia	301	515
Tuscany	42	120
Turkey	720	4,402
Divers Countries	4,419	15,270
Total	68,513	

Woollens.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	34,276	425,883
Austria	20,031	352,254
Egypt	30	605
France	8,025	204,141
Ionian Islands	1,023	8,683
Two Sicilies	8	32
Holland	210	3,240
Turkey	9	81
Divers Countries	37,795	205,520
	4,349	28,073
Total	105,756	1,228,512

Woollen Cloth.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	11,481	178,014
America	220	5,068
Austria	18,188	446,853
Belgium	178	6,950
France	25,279	336,639
Ionian Islands	98	2,840
Turkey	1,334	10,170
Divers Countries	1,206	12,691
Total	57,984	1,002,225

Silk.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	346	43,123
Austria	1,127	151,929
Egypt	1	100
France	2,569	420,805
Ionian Islands	60	11,330
Tuscany	3	600
Turkey	129	10,596
Divers Countries	116	23,054
Total	4,351	661,537

Clothing.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	977	12,277
Austria	1,038	18,482
France	3,262	115,477
Ionian Islands	88	5,841
Tuscany	472	4,157
Turkey	628	10,263
Total	6,465	116,497

Divers Manufactures.

Countries.	Quantities.	Value.
	Okes.	Drs.
England		106,745
America		200
Austria		331,315
France		318,726
Ionian Islands		1,429
Holland		600
Tuscany		415
Turkey		59,553
Divers Countries		33,451
Total		852,434

EXPORTS by Greece to England in 1859.

Articles.		Quantities.	Value.
			Drs.
Vallonia	kant	10,373	102,761
Vermilion	okes	863	13,309
Madders	„	8,179	8,179
Fustick	kant	..	..
Potatoes	okes	1,100	150
Aniseed	„	4,790	4,835
Skins raw	„	354	474
„ prepared	„	10	22,940

Articles.		Quantities.	Value.
			Drs.
Grain	kilos	25,599	1,821,178
Olives	okes	920	276
Olive oil	,,	24,080	30,100
Animals, large	head	310	10,950
Small ditto	,,	1,679	49,057
Sulphurous earth ..	kant	12,285	27,769
Tobacco	okes	27,596	45,031
Gall nuts	,,	12,862	18,940
Bones	kant	939	4,497
Cocoons	okes	117	1,638
Onions	,,	3,115	232
Wool	,,	71	81
Honey	,,	1,278	1,278
Wood of all kinds ..		..	480
Currants	lbs	43,596,119	10,637,959
Other raisins	okes	5,633	4,175
Figs	kant	20	358
Vegetables	okes	2,910	995
Wine	barrels	1,890	12,873
Spirits	okes	450	700
Resin and tar	,,	108,197	22,361
Emery	kant	14,250	156,750
Sponges	okes	121	360
Cheese	,,	5,911	6,998
Manufactures		..	230
Divers		..	11,606
Total			11,387,699

Principal Articles exported from Greece to other Countries, as well as England, in 1859.

Currants.

Countries.	Quantity.	Value
	lbs.	Drs.
England	43,596,119	10,637,959
Americo	2,427,741	321,512
Austria	9,125,909	1,368,885
Egypt	536	119
France	100	45
Ionian Islands	21,536	966
Russia	2,627	350
Sardinia	45	20
Turkey	308,000	18,521
Divers	33,045	9,174
Total	55,515,658	12,557,551

Emery.

Countries.	Quantity.	Value.
	Kant.	Drs.
England	24,250	156,750
Austria	1	11
Belgium	760	8,360
France	8,000	88,000
Turkey	300	3,300
Total	33,311	256,421

Tobacco.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	27,596	45,031
Austria	5,394	12,814
Egypt	24,088	46,913
France	43,282	76,913
Ionian Islands	55,644	61,331
Principalities	37	50
Russia	70,250	74,163
Sardinia	67,687	109,622
Tuscany	343	343
Turkey	122,429	205,611
Divers Countries..	12,639	17,347
Total	429,391	649,452

Vallonia.

Countries.	Quantities.	Value.
	Kant.	Drs.
England	10,375	102,761
Other Countries..	52,178	541,573
Total	62,551	644,334

Vermilion.

Countries.	Quantities.	Quantities.
	Okes.	Drs.
England	863	13,309
Other Countries..	2,194	78,152
Total	3,057	91,461

Madder.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	8,179	8,179
Other Countries..	74,602	73,873
Total	82,781	82,052

Fustick.

Countries.	Quantities.	Value
	Kant.	Drs.
England	3,300	7,176
Other Countries	2,449	9,433
Totnl	5,749	16,609

Aniseed.

Countries.	Quantities.	Value.
	Okes.	Dr.
England	4,790	4,790
Other Countries	1,003	1,003
Total	5,793	5,793

Skins prepared.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	6,310	22,940
Other Countries	243,714	883,724
Total	250,024	996,664

Grain.

Countries.	Quantities.	Value.
	Kilos.	Drs.
England	25,559	182,187
Other Countries	73,466	338,095
Total	109,019	520,282

Olive Oil.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	24,080	30,100
Other Countries	217,700	156,250
Total	241,780	186,350

Native Sulphur.

Countries.	Quantities.	Value.
	Kant.	Drs.
England	12,285	27,769
Other Countries	5,563	20,117
Total	17,848	47,886

Gall Nuts.

Countries.	Quantities.	Value.
	Okes.	Drs.
England	12,862	18,940
Other Countries	7,402	7,422
Total	20,264	26,382

Total Vessels and Tonnage that entered Greece in the Year 1859.

Nation and whence coming.	No. of Vessels.	Tonnage.
From—		
England	315	106,422
France	329	103,858
Austria	308	46,628
All other States	2,832	202,962
Total not Greek Flag	3,784	459,870
Greek Flag	4,904	405,453
Turkish Flag	1,722	37,851
Total of all vessels from Foreign Ports	10,410	903,074
Greek vessels from Foreign Ports	76,272	1,124,538
Foreign vessels from Greek Ports	3,260	211,231
Total	89,982	2,538,833

HANSE TOWNS.

HAMBURG.

Report by Mr. Ward, British Chargé d'Affaires and Consul-General at Hamburg, on the Trade of Hamburg in the year 1860.

The character of the trade of Hamburg has been particularly described in the general report made in 1860, for the five preceding years, and is sufficiently known to the public. The prospects of the revival of commercial activity in northern Germany from the effects of the Italian war, and the financial panic of 1857, were at the opening of the last year encouraging, and the results at the year's close, were upon the whole, in accordance with those expectations. It is true that complaints of want of confidence and stagnation of business were rife throughout the year, and are still heard upon the Hamburg Exchange; nevertheless, the statistical returns show that the situation is one of comparative improvement. The number of sea-going ships which arrived at Hamburg from all parts of the world in 1860, was greater than it has been in any year since 1856. The quantity of goods imported into Hamburg for sale in 1860, whether by sea, river, or land transport, was greater than in any former year whatever; and the value of the same was greater than it has been in any year, except 1856 and 1857. The sales of goods actually effected within the year 1860, reached a satisfactory extent, and although those sales were not of a speculative kind, but were limited to the actual demand, and the prices of many important articles, such as coffee, were too high to admit of much adventure in them, yet the year closed with remarkably small stocks on hands, and the importers of most descriptions of foreign goods had no reason to be disappointed with the result of the business transacted by them since its commencement. In fact, since the disasters of 1857, the commerce of Hamburg has been characterized by steadiness and caution, and bankruptcies and compositions with creditors have been of comparatively rare occurrence. Capital is abundant, and the prevailing interest for money very low; a state of things indicative, indeed, of an indisposition to speculate, but showing also that the means are not wanting for the extension of trade and navigation of the Elbe, as opportunities arise out of the increasing wants of the population of Northern and Central Europe.

The observations contained in this report are confined strictly as possible to the city and territory of Hamburg, and are classified under six heads, viz.:—I. Shipping and Navigation. II. Trade and Commerce. III. Agriculture. IV. Population and Industry. V. Public Works. VI. General remarks. The statistical information comprised in the report is, with few exceptions, taken from the elaborate official tables for the year, lately published by the Hamburg Board of Commerce.

I.—*Shipping and Navigation.*

The number of sea-going ships which arrived in the ports of Hamburg from all parts of the world in the year 1860 was 5029, and their total burthen 420,513 commercial lasts.* In the five years 1856 to 1860, the number of arrivals was:—

	Ships.	Commercial Lasts.
1856	5,201	390,908
1857	5,067	416,853
1858	4,364	368,220
1859	4,554	377,022
1860	5,029	420,502

The number of sea-going ships which sailed from the port in the same year was 5,045, and their total burthen 423,487 commercial lasts. In the five years 1856 to 1860 the number of departures was:—

	Ships.	Commercial Lasts.
1856	5,175	320,640
1857	5,033	410,614
1858	4,377	369,512
1859	4,594	380,910
1860	5,054	423,487

Of the ships which arrived and sailed in 1860 further particulars will be found in the subjoined Tables:—

Number of Ships inwards.

From	Ships laden.	Ships in ballast.	Total Ships.
China and East Indies	39	..	39
Africa	11	..	11
America, West and South	169	..	169
West Indies	129	..	219
America, North	91	..	129
Great Britain (not colliers)	957	41	91
ditto (colliers)	1,279	..	998
Other countries of Europe and the Mediterranean	1,465	848	1,279 2,313
Total	4,140	889	5,029
Their burthen in commercial lasts	377,892	42,621	420,513†
Number of men composing their crews	44,321	5,470	49,791

In respect of the nationality of the flag, the ships inwards were thus distributed:—

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* 1 commercial last of 6,000 lbs. = 3 tons burthen English.

† In my General Report, dated September 27th, 1860, at the end of the Tables of ships, inwards and outwards, in the five years, 1855 to 1859, the burthen of the ships was, by mistake, made to appear as if given in tons, whereas it was really given in corn lasts of 4,000 lbs. each (1 corn last being equal to 2 British Tons), so that the figures in question should be doubled in order to bring them into Tons.

Flags.	Ships laden.	Ships in Ballast.	Total Ships.
Great Britain	1,732	71	1,803
Hanover	705	305	1,010
Hamburg	630	156	786
Denmark	337	127	464
Netherlands..	267	120	387
Other Nations	469	110	579
Total	4,140	889	5,029

The burthen of the ships inwards in commercial lasts was :—

Flags.	Ships laden.	Ships in Ballast.	Total Ships.
Great Britain	204,045	6,326	210,371
Hanover	12,763	6,061	18,824
Hamburg	85,807	15,959	101,766
Denmark	13,220	4,819	18,039
Netherlands..	15,536	3,188	18,724
Other Nations	46,521	6,268	52,789
Total	377,892	42,621	420,513

The number of men composing the crews of the ship's inwards was :—

Flags.	Ships laden.	Ships in Ballast.	Total Ships.
Great Britain	22,780	852	23,632
Hanover	2,094	957	3,051
Hamburg	9,863	1,852	11,715
Denmark	1,780	643	2,423
Netherlands..	2,111	413	2,524
Other Nations	5,793	753	6,346
Total	44,321	5,470	49,791

Number of Ships outwards.

To	Ships laden.	Ships in Ballast.	Total Ships.
Australia and the Pacific ..	11	2	13
China, East Indies, and Russian Asia ..	37	..	37
Africa and Islands	17	2	19
West Indies..	71	2	73
North and South America...	335	4	339
Great Britain	1,086	1,295	2,381
Other countries of Europe and the Mediterranean.	1,615	568	2,183
Total	3,172	1,873	5,045
Their Burthen in commercial Lasts ..	271,199	152,288	423,487
Number of men composing their crews ..	35,361	14,852	50,213

The ships outwards were, as to the nationality of their flags, thus distributed :—

Flags.	Ships laden.	Ships in Ballast.	Total Ships.
Great Britain	789	1,015	1,804
Hanover	733	267	1,000
Hamburg	547	250	797
Denmark	305	167	472
Netherlands..	336	44	380
Other Nations	462	130	592
Total	3,172	1,873	5,045

The burthen of the ships outwards in commercial lasts was :—

Flags.	Ships laden.	Ships in Ballast.	Total Ships.
Great Britain	115,770	94,717	210,487
Hanover	13,546	5,142	18,688
Hamburg	72,501	29,772	102,273
Denmark	13,412	5,172	18,584
Netherlands..	16,671	1,706	18,377
Other Nations	39,299	15,779	55,098
Total	271,199	152,288	423,487

The number of men composing the crews of the ships outwards was :—

Flag.	Ships laden.	Ships in Ballast.	Total Ships.
Great Britain	15,253	8,424	23,677
Hanover	2,176	849	3,025
Hamburg	8,742	3,176	11,918
Denmark	1,729	743	2,472
Netherlands	2,291	201	2,492
Other Nations	5,170	1,359	6,529
Total	35,361	14,852	50,213

In the above Tables, the steamers are not distinguished from the sailing-vessels. It appears, however, from other returns that the number, tonnage, and crews of the sea-going steamers frequenting Hamburg in the year 1860 was as follows :—

STEAMERS INWARDS.

	Number.	Burthen in Commercial Lasts.	Number of Crews.
Of all Nations	1,215	192,682	25,775
Of which were British ..	662	108,937	14,422

STEAMERS OUTWARDS.

	Number.	Burthen in Commercial Lasts.	Number of Crews.
Of all Nations	1,222	194,986	26,131
Of which were British ..	667	109,695	14,531

The preceding Tables have reference to the port of Hamburg only. But in order to obtain a complete view of the foreign trade of the Elbe, it is necessary to add to the sea-going ships coming to Hamburg those arriving at the neighbouring ports of Altona and Harburg. Now it appears that the combined number of sea-going ships under all flags which arrived at Hamburg, Altona, and Harburg, in the year 1860, was 7,719, of which 6,398 brought cargoes, and 1,321 were in ballast, and that their total burthen was 514,563 commercial lasts. Of these ships 2,301 sailed under the British flag, viz., 2,101 with cargoes and 110 in ballast, having a total burthen of 245,578 commercial lasts. This statement is exclusive of river-boats arriving from Elbe ports on coasting voyages.

The number of ships belonging to the port of Hamburg amounted at the close of the year 1860 to 486, comprising 56 square-rigged vessels, 181 barques, 130 brigs, 67 schooner-brigs and schooners, 34 galliots, sloops, &c., and 17 steamers. The united burthen of these vessels was 63,296 commercial lasts.

The river navigation has likewise been very brisk during the past year. The number of river boats and of timber-floats which arrived at Hamburg and Altona from the Upper Elbe in the course of the year was 4435, and the weight of the cargoes conveyed by them 5,944,578 centners. The number of such river-boats and floats which left Hamburg and Altona for the Elbe upwards in the same year was 4,154, and the weight of their cargoes 6,569,640 centners. The traffic between the different ports of the Elbe is confined by the terms of the Elbe Navigation Acts to the vessels of the river-bordering states, although foreign ships are allowed to make voyages directly to or from any given port on the river to foreign parts.

The depth of water in the port of Hamburg during the year is thus indicated in Hamburg feet and inches :—

	Flood.			Ebb.	
	Feet.	Inches.		Feet.	Inches.
HIGHEST TIDE.					
	+ 13	8	.. .. ..	+ 7	5
LOWEST TIDE.					
	+ 0	10	.. .. ..	— 4	4
AVERAGE TIDE.					
	+ 7	10	.. .. ..	+ 1	6

These admeasurements were made in reference to the normal or null point of water in the Elbe opposite Hamburg, viz., 14¼ feet, from which they are to be added or deducted respectively. The mark + means *plus*, and the mark — *minus*, the normal point.

The last winter having been a severe one, the navigation of the Elbe was interrupted by ice for six days in December and 34 in January and February, in the whole 40 days. This exceeds the average of the previous five years, in which the average time during which the river was hard frozen was 16 days only.

The Government of Hamburg levies a tonnage or harbour-duty (as explained in last year's General Report) of 8*s*. and 4*s*. respectively upon ships in the ports, certain ships being, however, exempt from duty. The total amount of tonnage-duty thus collected in 1860 upon all ships (steamers included) was 133,090 marks courant, of which 55,723½ marks courant were paid by the British flag. The number of ships which paid tonnage-duty was 3,802, burthen 306,992 commercial lasts, and that of the ships free of tonnage-duty 1,227, burthen 113,521 commercial lasts. The total amount paid by shipping for Hamburg pilotage within the year was 208,480 marks courant, in conformity with the established rates.

The sums of money paid at Hamburg for insurance against sea-risks were greater in 1860 than in any former year except 1856 and 1857. There are 21 marine assurance companies in Hamburg, and these companies received in the course of last year premiums amounting to 6,530,240 marks banco, or 1¾ per cent. upon 484,862,100 marks banco, being the total sum insured with them against sea risks. The profit or loss realized by the companies on the year's transactions has not yet been made known, though it will be made public at a later period.

The emigration from Hamburg to transatlantic countries was much smaller in the years 1859 and 1860 than it had been in any of the six preceding years. In 1860 the conveyance of emigrants direct from Hamburg gave employment to only 75 ships, and the number of persons conveyed was :—

Directly..	14,913
Indirectly	1,300
Total ..	16,215

The favourite place of destination continues to be the United States of America, which received 12,199 of the 14,913 direct emigrants above-mentioned. The emigration office established some years ago by the Hamburg Government has done good service by the advice and assistance it has given to Germans of all classes leaving theirc ountry but; the Weser is still the great outlet of German colonization, Bremen having long had larger commercial relations with North America than any other German port.

No new light-houses or beacons were erected in the Elbe in the course of the year, nor were any material alterations made in the harbours of Hamburg or Cuxhaven. The projected operations for extending the artificial harbour-room at the Grasbrook, near Hamburg, and for forming a new collier-harbour on the left bank of the Elbe, abreast of the city, are but slowly pursued. At Cuxhaven little or nothing has yet been done in execution of the improvements resolved on several years since; but in July last the senate and burgership agreed upon a modified scheme for enlarging the actual quarantine harbour there, at an expense of 300,000 marks courant,—a sum hardly equal to the tenth part of what, according to the engineer's report, will be required in order to construct at Cuxhaven the capacious artificial harbour which the interests of shipping of all nations require to be established at the mouth of the Elbe.

The conservancy of the navigation of the river from Hamburg to the sea by means of light-houses, beacons, buoys, &c., has for many years past been voluntarily maintained by that city, at an expense of 100,000 dollars Prussian per annum. This expenditure is for the most part gratuitous, inasmuch as the obligations of Hamburg under the Elbe Navigations Acts only relate to the parts of the Elbe facing her own territory, which extends but a short distance below the city, and appears again at the river's mouth. The conservancy of the Lower Elbe would otherwise have to be performed chiefly by Hanover and Denmark, as the river-bordering States, according to the rules for river navigation laid down by the Vienna Congress of 1815. But as those States might not be able to fulfil such obligations in a satisfactory manner, it is fortunate for the public that the conservancy has remained in the hands of Hamburg. At this time large sums of money are required to be laid out for deepening and improving the navigable channel, and according to the surveyor's reports, an outlay of from four to five million dollars would not be too great for carrying out effectually that important object.

II. *Trade and Commerce.*

The quantity of goods of every description imported into Hamburg in the year 1860, together with their value and the amount of customs duties levied at the rate of ½ per cent. *ad valorem* on such of the goods are were liable to duty, will appear by the following Table :—

Imports in 1860.	Weight.	Value.	Duties.
	Centners net.	Marks Banco.	Marks Banco.
By Sea	20,385,211	324,912,670	505,222
By Land or River	17,437,258	284,983,040	329,423
Total. ..	37,822,469	609,905,710	834,645

The quantity of goods thus stated to have been imported exceeds that in any former year on record, and exceeds also the average of the five years 1856-60, which was 35,459,128 centners. The declared value of the same goods is greater than in any former year except in 1856 and 1857, and is likewise greater than the average of the five years 1856-60, which was 605,402,948 marks banco.

The subjoined tables show generally from what parts of the world the imports came :—

Imports in 1860.	Weight.	Value.
	Centners.	Marks Banco.
From transatlantic and Extra-European Countries ..	2,432,695	58,412,890
From Great Britain and Ireland	12,588,276	164,402,060
From other European Countries and the Levant by Sea and through Altona	5,364,240	102,297,720
By Land, Carriage, or River..	17,437,258	284,993,040
Total	37,822,469	609,905,720

The classification of the imports in value according to the description of goods, will be seen by the following Table, abridged from the official returns; it sets in a striking light the great preponderance of the imports from Great Britain of articles wholly or in part manufactured :—

Imports in 1860.

From	Articles of Consumption.	Raw materials and part Manufactures	Manufactures	Artistic and Industrial Productions.	Bullion.	Total.
	Marks Banco	Marks Banco	Marks Banco	Marks Banco	Marks Banco	Marks Banco
Transatlantic Countries	31,761,720	24,579,500	109,780	1,398,350	463,540	58,312,890
Great Britain and Ireland	7,857,460	101,928,880	41,951,150	9,204,930	3,459,640	164,402,060
Other European Countries and Levant by Sea.	16,467,920	14,402,190	1,604,170	3,091,810	1,025,280	36,591,370
Altona	32,770,690	18,957,250	5,739,200	2,962,920	5,176,290	65,606,350
Land, Carriage, or River.	60,876,540	60,834,920	72,129,840	35,999,800	55,151,940	284,993,040
Total	149,734,330	220,702,740	121,534,140	52,657,810	65,276,690	609,905,710

Another Table is added for the purpose of exhibiting a more diversified classification, both by weight and value of goods imported :—

Imports in 1860.	Weight.	Value.
	Centners.	Marks Banco
Colonial Produce	1,910,791	61,930,460
Southern Fruits	380,293	5,668,830
Wine and Spirits	720,887	14,658,840
Grain and Pulse	3,591,797	23,713,883
Hops, Potatoes, Carroway Seed, &c..	637,994	4,167,650
Flour and Bread Stuffs	500,031	4,243,180
Fish	127,552	1,369,940
Meat	1,068,693	22,740,010
Butter, Cheese, &c.	205,714	11,044,200
Salt	165,831	197,340
Dye Stuffs	488,776	10,129,850
Drugs	578,117	10,844,550
Metals and Ores	1,493,716	14,632,300
Stone, Earth, &c.	17,624,412	8,434,670
Hides, Skins, and Leather	331,952	28,360,590
Horns, Bones, and Animal Matter..	779,596	10,948,850
Hair, Feathers, &c.	42,149	4,157,270
Train Oil, Tallow, Tar, & Pitch ..	215,844	4.332,670
Oils	262,225	7,121,940
Oil Seeds and Cakes	746,236	9,537,910
Wood for building and fuel ..	2,985,459	6,399,490
Canes, Reeds, &c.	187,888	1,506,740
Wool, Cotton Wool, Spinning Materials..	826,852	40,782,750
Yarns	552,449	63,513,160
Manufactures	461,342	121,534,140
Leather, India Rubber, &c. ..	23,050	4,380,040
Woodwares, &c.	98,302	4,651,350
Printed Books and Pictures ..	11,821	2,567,520
Paper and Pasteboard	78,133	2,657,220
Glass, Porcelain, &c.	220,814	6,905,960
Iron wares	182,447	5,306,660
Other Metallic-wares	21,213	4,708,180
Various Industrial Articles.. ..	270,780	20,175,590
Candles, Soap, and Perfumery ..	21,539	1,305,390
Bullion and Precious Metals ..	7,824	65,276,290
Total	37,822,169	609,905,710

The importations of grain and pulse specified in the preceding table, come chiefly from the interior of Germany by the Elbe, or by railway, and for the most part in transit for exportation. Since the alteration of the English corn laws, it has ceased to be the practice to keep large stocks of corn in warehouse at Hamburg; but purchases are made directly from the growers in the interior, who send their produce down to that port for immediate shipment. According to another account, the quantity and value of the corn, grain, and pulse brought to Hamburg in the year 1860, are thus recapitulated :—

Corn and Grain.

	Lasts.	Marks Banco.		Marks Banco
Wheat	32,839	13,371,060	at per Last	517
Rye	9,272	2,453,530	„	336
Barley	22,244	5,548,720	„	317
Oats..	5,813	1,021,470	„	223
Buckwheat	432	102,820	„	302
		22,497,400		

Pulse.

	Lasts.	Marks Banco.		Marks Banco.
Vetches	858	280,810	at per Last	415
Beans, Horse ..	348	100,860	„	368
„ White ..	Centners 22,787	191,610	at per Centner	10 11
Peas, Yellow ..	Lasts 595	182,660	at per Last	390
„ Green and Grey ..	Centners 34,256	215,310	at per Centner	8
Lentils	15,114	147,060	„	12 6
Total ..		1,118,310		

Summary of Value.

	Marks Banco.
Corn and Grain	22,497,400
Pulse	1,118,310
Total	23,615,710

This amount exceeds the average value of the corn, grain, and pulse, annually imported in the last seven years, which was 21,341,393 marks banco.

The official records furnish the means of specifying particularly the goods of all descriptions imported into Hamburg from all countries in the world; but to encumber this report with such details would swell it to an inconvenient length. It may, therefore, suffice to add under this head a statement of the leading articles imported into Hamburg from Great Britain and Ireland in the course of the last year. The entire value of the imports from the United Kingdom within the year has been already quoted at 609,905,710 marks banco. In this sum the following articles are included, viz. :—

Imports from Great Britain and Ireland in 1860.	Weight.	Value.
	Centners.	Marks Banco.
Cotton Twist and Yarn ..	291,591	22,746,590
Woollen and Mixed Woollen Yarn	101,669	19,779,310
Cotton Wool	353,156	11,460,850
Linen Yarn and Thread ..	71,324	6,969,320
Peltry	..	6,561,000
	Lasts.	
Coals and Cinders	233,900	4,753,140
	Centners.	
Indigo	7,814	3,672,046
Silk	2,884	3,607,590
Sheep's Wool	22,179	2,493,690
Hides, dried	27,843	1,561,090
Leather	...	1,503,810
Linseed Oil	64,514	1,272,320
Forged Iron	208,692	1,237,860
Pig Iron	378,220	817,510
Tea	16,674	2,170,820
Raw Sugar	60,305	875,650
Coffee	17,713	694,030
Tobacco.	9,580	471,350
Woollen and part Woollen Manufactures ..	..	14,662,780
Cotton Manufactures.. ..	..	13,489,850
Various Manufactures. ..	..	5,405,500
Linen and Linen Manufactures	..	5,032,060
Silk and part Silk Manufactures..	..	3,253,140
Machinery and parts of Machinery	..	1,626,690
Fine Iron and Steel Manufactures	..	1,591,720
Hardwares	..	836,100
Earthenware	..	539,100
Coarse Iron Manufactures ..	44,139	398,110
Bullion	..	3,459,640

The British trade with Hamburg may safely be pronounced to be in a satisfactory, if not in an improving state. The imports from Great Britain and Ireland in the five years previous to 1860 were :—

Year.	Weight.	Value.
	Centners.	Marks Banco.
1855	10,251,741	160,494,560
1856	12,374,706	174,165,560
1857	12,234,836	170,296,050
1858	12,552,625	135,717,880
1859	11,014,893	144,144,800
Total.	59,328,531	784,818,850
Average of the five years ..	11,865,706	156,963,770
Year 1860	12,588,276	164,402,060

So that the British imports in 1860, exceeded both in quality and in value the average of the preceding five years, which included the two years of extraordinary speculation, 1856 and 1857. In like manner the number and burthen of the British ships which arrived at Hamburg in 1860, will be found by the following comparison to have exceeded the average of the previous three years :—

Year.	Number of Ships arrived.	Their burthen in Commercial lasts.
1857	1,830	205,391
1858	1,608	189,479
1859	1,639	182,006
Total	5,167	576,876
Average of three years ..	1,722	192,292
Year 1860.	1,863	210,371

The gradual augmentation of the ordinary business of this Consulate-General, and of the duties required to be performed in connection with shipping, is also corroborative of the continued activity of the commercial transactions between Great Britain and Hamburg, and of the increase of the British trade with Germany by the channel of the Elbe.

The market prices of goods at Hamburg in 1860, have not in general very much varied from those of the previous year; but a comparison of the subjoined statement of prices in the last six years will show that considerable variations have taken place during that period

Average market prices of the principal articles of trade at Hamburg in each of the six years 1855-60, calculated in Prussian dollars and fractions thereof per centner net, according to the declared value on importation, and officially published by the Board of Commerce.

Articles.	1855.	1856.	1857.	1858.	1859.	1860.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Acid, Lemon	96·80	100·08	103·98	92·00	80·20	75·48
,, Nitric	9·06	8·47	8·69	9·27	8·79	7·86
,, Muriatic	1·59	1·82	1·29	1·20	1·18	1·10
,, Sulphuric	2·63	2·90	2·98	3·26	3·49	3·76
,, Tartaric	56·66	53·42	56·88	55·86	60·70	72·05
Alum	2·65	2·92	3·92	3·04	3·01	2·96
Aloes	21·86	18·55	15·26	11·10	11·63	12·71
Amidam	13·54	12·64	13·49	8·10	7·25	8·77
Anisette	10·39	11·59	16·54	15·64	12·43	11·53
Antimony	9·61	13·64	15·88	14·05	13·16	10·89
Allspice	18·38	15·94	14·40	10·31	10·94	12·49
Arrac	13·92	13·60	13·21	8·09	7·52	7·71
Almonds	22·40	22·61	26·28	21·45	18·56	18·37
Arrowroot	15·95	19·76	11·46	16·28	13·57	13·90
Arsenic	5·74	6·94	6·57	10·18	10·18	10·10
Asphalt	2·31	2·69	1·61	2·04	1·83	1·88
Balsam, Indian	41·91	45·38	61·83	68·01	72·02	71·28
,, Peruvian	199·44	193·00	196·01	188·80	182·35	181·97
Bed feathers	31·46	30.67	30·00	20·29	29·72	27·38
Beans, Horse	3·16	2·87	2·69	2·75	2·64	2·63
,, White	5·58	4·54	3·82	4·00	4·09	4·20
Borax	31·09	28·43	24·09	21·87	21·25	19·83
Bristles	80·86	70·36	80·81	73·84	74·75	105·67
Brandy, French	27·39	29·44	27·37	20·23	15·52	24·83
,, Corn	10·22	12·53	9·17	6·27	6·00	6·47
Brewers' Pitch	8·23	8·41	7·84	9·05	8·17	9·21
Beetroot	2·46	3·20	2·50	2·47	2·17	2·31
Buckwheat	3·11	3·10	2·84	2·51	2·12	2·53
Brandy	27·10	28·73	29·18	28·13	29·40	29·46
Barley	3·04	3·27	2·93	2·47	2·66	2·83
Bones	1·81	1·78	1·87	1·73	1·29	1·53
Bone-black	3·49	3·43	4·42	2·83	3·38	2·48
Brass	27·68	29·52	28·10	24·98	24·62	22·86
,, Plates	36·37	35·32	36·92	33·04	36·02	34·04
Badiane	27·44	27·42	36·82	21·91	29·46	27·67
Cacao	15·35	17·14	27·49	17·63	17·69	21·55
Coffee of all sorts	15·35	15·95	17·59	15·20	17·78	20·27
,, Java	18·96	18·97	18·57	15·56	20·01	22·49
,, Brazil	14·09	14·71	16·33	13·66	17·23	19·65
,, Domingo	14·94	16·11	18·13	15·93	16·96	20·33
,, Laquayra	17·35	17·74	20·57	18·22	20·13	21·43
,, Portorico	18·98	18·98	23·00	18·80	20·83	23·43
Camphor, crude	30·24	28·23	30·83	21·35	28·97	62·34
,, refined	42·98	40·93	41·65	32·68	36·90	36·09
Canehl	43·78	46·81	48·77	45·68	37·92	36·09
Cardamons	62·49	146·26	137·24	105·68	153·60	163·99
Carden	28·96	48·61	40·21	36·12	33·09	27·36
Carobs	3·19	3·36	2·54	3·11	3·37	3·61
Cassia, Flowers	52·42	42·35	54·04	42·87	52·89	65·94
,, Wood	37·31	34·06	42·41	32·40	27·23	29·99
,, Vera	14·09	12·72	10·16	11·67	10·03	11·82
Chestnuts, Sweet	12·91	10·53	7·19	8·11	5·82	6·17
Cement	0·94	0·94	0·95	0·91	0·86	0·88
Chicory	4·92	5·33	5·43	4·54	5·21	5·33
Cigars of all sorts	141·06	165·91	185·56	152·00	179·60	166·93
,, Havanah	311·52	331·82	386·00	352·34	378·94	315·22
Cochineal	145·19	141·98	135·45	135·96	131·04	104·73
Coriander Seed	5·73	8·78	14·17	9·75	5·71	4·88
Currants	12·83	18·56	14·85	8·06	7·83	6·92
Cremor-tartari	36·00	36·49	36·52	36·20	42·04	45·45
Cubebs	45·56	38·53	43·47	44·08	50·96	72·84
Cheese	17·90	17·42	18·11	17·41	17·25	17·96
Cork	51·59	45·94	54·71	45·66	52·51	48·63
Chalk	0·61	0·60	0·59	0·55	0·36	0·30
Carraway-seed	11·60	10·78	10·04	9·30	8·50	7·52
Copper	38·80	40·04	38·09	34·25	32·28	34·03
Candles, Spermaceti	68·79	75·44	71·33	86·25	80·23	76·38
,, Stearine	40·13	35·50	36·31	34·19	35·35	35·18
,, Tallow	23·60	23·89	21·66	18·96	23·53	22·79
,, Wax	66·96	74·81	72·00	68·56	76·84	75·68
Cantharides	195·39	129·88	114·45	93·76	92·60	90·21
Coals and Cinders	0·54	0·30	0·28	0·25	0·26	0·26
Cane	5·50	6·00	8·89	8·19	6·90	6·29

Articles.	1855.	1856.	1857.	1858.	1859.	1860.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Cordage, Old	4·17	3·93	3·84	4·38	3·49	3·79
,, New	18 10	12·90	13·14	11·77	11·86	11·83
Cinnabar	96·02	78·43	85·70	89·56	74·51	77·46
Cotton	15·14	18·14	21·06	19·38	18·28	17·06
,, Manufactured	90·21	94·13	98·63	100·52	108·10	101·91
Eiderdown	351·70	403·33	422·83	395·00	445·57	480·67
Elephant's Teeth	222·64	232·31	274·73	239·85	231·86	228 71
Extract of Campeachy Wood	19·15	16·34	13·30	11·26	11·46	11·76
,, Fustic	22·19	21·75	19·55	22·60	24·46	22·99
,, Red Wood	54·04	54·89	56·26	44·79	39·16	35·74
,, Quercitron	18·98	19·19	17·13	14·33	15·29	13·09
,, Indigo	21·97	22·18	21·35	21·03	30·31	26·60
Emery	7·44	7·78	7·66	8·85	8·60	7·54
Figs	9·43	9·91	8·66	7·20	9·22	8·08
Fennel Seed	7·93	12·90	16·42	10·25	8·63	7·45
Fish, Dried	6·74	6·27	7·39	7·45	7·21	6·56
Flax	12·52	14·29	17·67	18·70	18·41	22 41
Floorstone	0·47	0·51	0·41	0·50	0·43	0·41
Flour, Potatoe	9·07	6·54	6·05	5·21	4·90	6·06
,, Rye	5·08	4·77	4·54	3·80	3·66	3·57
,, Wheat	7·53	7·00	5·55	4·76	4·58	5·4
Galipot	3·90	3·67	4·21	4·19	3·68	3·09
Galls	25·02	24·73	29·91	27·83	28·22	29·87
Gin	8·51	8·80	8·93	7·43	6·50	11·07
Graphite	1·69	2·41	2·52	2·04	1·84	1·61
Guano	3·90	3·89	4·42	4·09	3·62	4·05
Gum, Arabic	13·59	12·37	14·33	20·22	12·71	15·33
,, Benzoe	43·38	71·60	59·36	40·00	37·28	54·08
,, Copal	29·64	34·06	28·02	38·01	27·67	34·34
,, Damar	19·68	20·96	21·94	16 86	17·03	16·07
,, Indian Rubber	45·38	38·10	38·02	37·07	67·89	75·45
,, Senegal	18·14	14·97	16·38	14·44	12·69	12·83
Gutta Percha	27·06	28·47	33·89	28·48	50·19	58·572
Ginger, Unrefined	25·06	8·47	7·80	6·48	6·19	8·57
,, Candied	25·19	32·68	42·70	34·41	30·54	33·33
Glue	15·96	14·80	20·99	20·39	17·68	16·27
Gunpowder	19·44	22·23	26·30	22·18	21·10	20·63
Hair, Cow	4·86	4·60	5·45	4·07	3·82	4·04
,, Horse	43·98	69·50	76·23	64·64	69·44	66·80
,, Pigs	8·46	7·76	7·71	7 11	5·42	4·90
Hides, African & Kips	19·58	22·60	30·48	17·03	20·22	21·82
,, Dry Am. Ox.	25·19	30·68	35·76	24 31	31·36	30·51
,, Salt ,,	16·74	17·92	23·87	17·71	20·65	20·85
,, Dry German	26·02	32·28	36·76	26 61	28·81	33·42
,, Salt ,,	12·49	13·90	16 92	12 07	13·87	15·04
,, Horse	10·87	11·71	18·53	14·18	16·55	16·02
Hail Shot	10·00	10·37	9·49	8·97	8·51	8·50
Hemp	13·06	11·43	11·23	10·13	10·07	10·82
Hazel and Walnuts	6·75	8·64	8·40	7·06	7·31	7·15
Herrings	3·45	3·74	4·63	3·70	3·95	3·57
Honey	9·02	10·26	12·54	8·86	8·86	10·00
Hops	36·09	20·97	21·63	19·86	27·21	49·72
Horn, Buffalo	7·12	7·84	9·82	11·64	12·07	13·71
,, Stag	26·59	36·18	40·85	20 80	42·06	35·60
,, Ox	8·86	8·33	11·09	8·82	9 35	8·92
Horntips	8·57	9·26	11·19	11·45	11·71	11·07
Ham & Bacon, smoked	19·21	19·71	20·94	17·88	19·28	18·44
Heavy Spars	1·23	1·20	1·22	1·33	1·23	1·11
Indigo	183·89	183·90	219·40	220·50	220·25	234·47
Iron, Crude	1·58	1·53	1·47	1·15	1·09	1·09
,, Plate & bar	3·79	4·02	4·00	3·38	3·38	3·25
,, English	3·54	3·73	3·07	3. 08	3·04	2·97
,, Swedish	5·40	5·24	5·00	5·02	4·84	4·28
,, Manufactured	6·52	7·00	6·33	5·51	5·20	4·48
,, Plates	4·47	4·55	4·60	4·02	3·86	4·09
Isinglass	332·66	380·73	364·53	407·86	384·11	276·73
Juniper berries	5·47	2·98	3·03	3·03	2·68	3·12
Lac Dye	43·76	65·74	79·09	59·13	63·80	48·99
Lackmoos	8·16	5·27	8·89	10·44	10·08	9·93
Liquorice	24·81	24·91	24·06	27·28	27·33	24·07
Leather Shoe	33·89	42·57	51·50	44·06	48·37	43·62
,, Tan & various	64·68	69·38	77·68	67·54	76·55	91·43
,, Glued	4·54	5·56	6·81	5·20	5·22	8·05
Linen	58·01	62·02	67·50	62·78	56·30	52·70
Linseed	6·32	5·11	5·16	5 21	5·89	4·86
Leaves, Laurel	5·86	6·39	5 80	4·40	4·45	4·66
,, Senna	14·74	13·40	15·90	18·18	18·69	18·05
Lead	8·59	7·94	7·78	6·87	7·38	7·07
,, White	8·71	9·31	9·25	8·94	8·69	8·92
,, Red	8·43	8·84	8·80	8 52	8·14	8·08
Lemon & Orange-peel	5·29	6·10	6·78	11·67	10·02	12·81
Litharge	8·58	8·61	9·05	8·64	8·31	7·77
Lime	0·50	0·50	0·50	0·50	0·56	0·54
Mace	85·29	78·82	70·24	55·56	50·13	45·88
Magnesia	15·53	17·74	17·43	13·52	14·08	15·03
Malt	4·88	5·03	4·59	4·17	3·54	3·60
Manna	70·76	69·77	60·50	63·98	63·74	73·01
Marble	3·63	3·08	3·52	3·07	3·50	3·51
Moss Iceland & Irish	5·92	6·19	7 28	6·32	4·49	5·97
Maccaroni	14·51	15·81	14·73	12·59	11·53	12·86
Melted Butter	19·50	20·52	21·03	17·46	17·26	18·83
Molasses	5·10	5·73	5·32	4·07	3·18	3·92
Meat, Salt Beef	16·63	14·45	16·05	13·68	14·49	14·13

Articles.	1855.	1856.	1857.	1858.	1859.	1860.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Meat, Salt Pork	18·28	17·58	18·25	15 73	15·61	17·12
Madder & Garaucim	19·52	25·29	23·53	29·51	34·76	32·83
Mercury	66·72	64·52	69·59	68·00	64·45	73·89
Nails, Iron	7·46	7·70	8·16	8·00	7·83	7·23
Nutmeg	60·49	75·04	65·49	53·34	45·80	52·36
Oil, Aniseed	371·07	464·63	651·45	480·44	418·30	378·60
,, Bergamot, Lemon & Orange	225·86	232·30	293·76	282·06	280·36	307·83
,, Cassia	403·34	458·18	880·11	717·98	685·71	490·67
,, Pimento	129·07	141 98	112·75	107·00	72·05	98·42
,, Peppermint	461·41	435·60	519·39	344·50	278·09	322 13
,, Badiane	461·46	509·81	606·43	327·09	318·46	296·14
,, Turpentine	11·49	10·79	13·12	13·06	12·83	11·07
,, Castor	18·38	19·56	18·50	20·28	19·25	18·80
,, Olive, ordinary	16·77	15·81	18·05	14·34	15·26	18·82
,, ,, best	24·00	22·80	26·13	23·30	26·97	27·89
,, Cocoanut	15·14	14·41	16·60	13·29	14·41	15·84
,, Hemp	13·72	13·84	12·86	12·01	11·92	11·94
,, Linseed	13·35	13·07	13·30	10·73	9·98	9·93
,, Palm	14·29	13·60	14·87	12·72	13·91	13·41
,, Turnipseed	17·81	15·93	16·05	13·34	11·93	13·30
Oilcakes	2·31	2·18	2 19	2·22	1·97	1·78
Ochre	1·54	2·53	1·91	2·48	2·25	1·97
Orléan	29·63	23·80	23·98	27·98	24·90	22·61
Orchilla	10·69	15·76	23·82	11·12	17·22	17·35
Oranges, Sevilla	3·90	3·64	3·40	3·51	3·81	3·96
Oats	2·88	2·78	2·57	2·40	2·39	2·51
Pitch	3·75	2·87	2·72	2·71	3·16	2·77
Pearl, Mother-of-	9·09	7·88	11·58	14·49	10·06	9·98
Persio	25·79	27·04	32·70	28·70	28·51	30·76
Pepper	14·07	16·14	15·23	13·43	13·92	13·37
Prunes, St. Catherine	15·92	15·12	24·93	15·62	19·82	9·58
,, Ordinary	6·58	7·13	8·55	6·19	7·10	5·80
Pimento, Jamaica	15·93	14·75	13·24	9·65	9·77	10·38
Potashes	11·16	11·20	12·66	8·79	9·21	8·08
Pumice Stone	2·48	2·33	2·70	2·39	2·28	2·30
Peruvian Bark	67·16	35 50	68·57	45·30	87·88	61 40
Peas	3·13	2·35	3·00	2·98	2·90	2·97
,, Sweet	2·74	2·90	2 22	3·89	3·89	2 97
Pens, Quill	26·10	31·39	22·59	27·33	12·67	16·29
Potasse, Prussiate	34·70	41·14	61·34	51·34	52·84	47·28
,, Red Chromate	24·61	24·43	26·81	26·67	31·53	30·77
Querciton	2·90	3·40	4·66	3·50	2·88	3·05
Rice of all sorts	5·43	4·20	4·15	3·37	3·68	4·08
,, Carolina	9·44	8·45	8·91	6·10	7·19	7·44
,, Java	6·22	4·10	4·38	3 50	3·64	4·23
Rhubarb	216·20	154·87	164·50	105·46	111·81	98·60
Rye	3·88	3·59	2·56	2·28	2·34	2·65
Raisins, Muscatel	23·30	21·50	22·43	17·20	21·02	21·07
,, Others	8 62	13·54	15·70	10·33	9·81	9·12
Root, Baldriane	11·11	13·46	13·75	12·36	12·68	13·53
,, Figwort	290·39	206·49	125·44	108·14	150·71	146·69
,, Gentian	6·11	5·75	7·53	7·21	5·86	6·80
,, Jallappa	75·82	74·60	78·07	64·75	134·27	139 79
,, Chicory	2·89	3·05	2·91	2·72	2·07	2·08
Rum	12·86	12·05	14·73	10·45	11·93	12·35
Railway Iron	2·97	3·36	3·26	2·63	2·86	2·71
Resin	1·58	1·56	1·76	1·61	1·67	1·59
Rags	5·63	2·69	6·08	5·42	5·60	5·53
Seed, Canary	5·44	5·53	7·62	7·65	5·99	5·37
,, Red Clover	18·21	20·13	19·45	15·87	15·06	13·29
,, White ,,	19·28	21·57	19·38	20·99	24·85	23·18
,, Linseed, sowing	5·94	7·89	7·29	6·22	6·35	6·26
,, ,, crushing	5·10	4·47	4·75	4·15	4·10	4·10
,, Rape & Turnips	7·17	6·09	5·53	5·39	4·44	4·92
,, Mustard	9·11	10·98	10·13	8·80	8·40	7·92
Safflower	22·01	27·22	43·08	32·36	43·83	52·31
Saffron	874·44	780·84	971·76	973·97	181·47	973·00
Sago	8·87	8·87	8·61	8·66	6·64	6·87
Sal Ammonia	12·31	11·10	11·74	13·97	10·89	10·33
Saltpetre, East India	15·70	13 90	13·42	11·72	15·99	14·89
,, South Sea	7·58	5·14	5·90	4·97	4·59	4·28
Refined	23·13	14·47	14·39	11·67	14·26	12·91
Salt, Hartshorn	16·52	17·34	18·25	20·34	18·21	20·25
,, Sea and other	0·53	0·53	0·68	0·63	0·65	0·60
Sardels	9·36	9·30	10·06	7·59	7·43	6·09
Sardines	39·98	34·66	33·26	32·74	31·48	40·60
Sarsaparilla	36·10	37·10	37·16	34·85	40·91	28·91
Shellac	17·14	17·32	27·04	24·02	31·86	68·78
Smalt	19·18	25·38	18·46	18·34	39·44	29·06
Sponges	128·26	59·70	58·08	89·10	98·77	75·69
Sulphur, Crude	1·85	1·76	3·09	2·74	2·84	3·40
,, Refined	3·17	2·81	2·91	3·14	3·74	4·64
,, Flour	4·53	4·14	6·85	5·94	4·49	4·89
Seaweed	1·27	1·23	1·41	1·20	1·47	1·44
Sailyarn	27·41	29·31	28·96	26·97	26·57	27·99
Silk, Raw and manfactured,	522·69	480·78	635·84	568·00	626·34	628·60
,, and half silk manufactures	677·32	740·97	745·10	665·43	475·91	686·44
Soap	8·70	8·46	8·83	9·74	7·56	9·14
Soda, Calcinated	3·03	3·37	4·11	4·06	4·23	3·80
,, Crystallised	1·92	2·04	2·54	2·66	2·28	1·89
Spermaceti	52·43	72·20	77·73	72·92	67·75	57·90
Spirits, French & Spanish	43·37	25·18	33·99	16·04	11·78	20·43
,, Corn & Potatoe	12·09	11·48	9·82	6·10	6·81	8·02

Articles.	1855.	1856.	1857.	1858.	1859.	1860.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Stearine	33·68	36·70	35·96	30·8	31·97	24·27
Steel	12·94	11·67	11·50	10·10	9·69	9·20
Stones, Cement	0·33	0.33	0·25	0·24	0·24	0·24
„ Lime	0·10	0·10	0·13	0·12	0·10	0·09
„ Building	0·13	0·14	0·14	0·13	0·13	0·13
„ Mill	4·08	4·39	4·26	3·31	2 78	2 90
Succades	23·81	21·58	24·82	20·58	21·66	21·88
Shumac	3·51	3·53	3·48	3·41	3·28	3 58
Skins, Stag & Roe	52-46	61·24	59·70	35·58	38·30	58·33
„ Calf	33·91	39·93	49·01	34·50	46·79	52 18
„ Sheep & Goats	30·17	31·32	32·65	26·17	27·58	31·82
Scotch Barley	5·08	5·43	5·12	4·95	5·28	5·15
Salmon, Dried	76·21	72·78	73·07	55·50	76·02	80·04
Sugar, Raw of all kinds	8·29	10·69	12·09	8·84	8·67	8·97
„ „ Brazil	7·57	9·90	12·63	8·88	8·13	8·57
„ „ Havanah	8·73	11·50	13·62	9·90	9·51	9·37
„ „ Java	8·58	11·70	12·93	9·36	8·99	9·44
„ „ Bastern	6·66	8·09	9·63	5·72	6·25	6·37
„ „ Candis	10·51	12·70	14·36	12 49	11·67	11·12
„ „ Refined Melis Lump	11·09	12·89	14·85	12·28	11·67	11·28
Sea Biscuit	6·93	6·43	5·48	4·05	4 40	5·13
Tobacco of all sorts	20·39	24·21	25·89	20·95	23·49	24·03
„ Cuba	32·02	47·01	36·30	31·26	39·73	45·91
„ Domingo	24·21	32·67	35·29	22·02	21·96	26·02
„ Porto Rico	12·91	14·73	20·97	15 33	20·40	20·61
„ Stalks	3·53	3·84	5·24	3·87	3·02	2·04
Tallow	18·03	17·28	18·10	15·95	17·63	17·87
Tamarinds	6·17	7 16	5·94	4·29	3·03	3·46
Turpentine, Thick	6·54	7·97	7·43	4·03	5·28	7·47
Terra, Catechou	9·13	10·54	14·69	11·50	9·76	8·76
„ Japonica	7·10	6·30	6·43	4·72	5·59	6·01
Tea	43·78	49·80	55·77	46 67	55·86	62·85
Tar	3·37	2·04	2·02	1·96	2·15	2·77
Train-oil	13·63	13·60	13·71	11·28	11·80	10·45
Tin	38·55	44·37	49·64	40·78	45·58	46·13
Turmeric	6·22	7·38	17·26	5·38	5·26	5·15
Tow	8·57	7·04	7·09	6·92	7·56	5·85
Tortoiseshell	893·76	732·44	800 64	597·78	590·51	493·46
Vanilla	2210·18	3145·90	3016·20	2404·44	1472·90	1446·92
Vinegar	5·10	3·79	3·44	3·88	3·48	2·94
Verdigris	41·54	44·97	64·75	58·47	44·75	58·38
Wax	49·80	51·24	51·50	53·66	48·22	54·50
Whale-beards	81·58	106·10	153·48	16·143	147·08	136·75
Wine of all sorts	14·73	15·08	15·92	12·01	9·84	12·31
„ Champagne	54·43	55·34	60·70	55·25	55·40	54·74
„ Other French	12·80	10·92	13·27	8·99	7·10	9·89
„ Spanish	12·41	14·85	19·01	16·17	12·33	4·23
„ Portuguese	23·97	32·52	34·28	34·48	31·44	33·04
Wheat	5·20	4·88	3·75	3 08	3·28	3·84
Wool, Sheep and Lambs	57·28	65·73	72·62	67·88	69·40	72·05
„ Pig	6·40	4·23	8·84	2·83	2·58	2·23
„ Shoddy	8·87	10·07	13·26	11·06	13·64	6·23
„ Wood & Moss	9·88	8·01	10·43	6·57	10·09	17·75
Wire, Iron	6·27	6·60	6·74	6·76	6·60	6·38
„ Steel	87·13	87·14	80·27	87·93	96·10	8·83
Wood, Log	2·29	2·33	2·03	1·72	1·83	82·01
„ Old Fustic	2·33	2·30	2·17	2·24	2·02	2·04
„ Red	4·41	4·43	5·65	3·86	4·21	3·63
„ Young Fustic	..	3·37	3·33	5·03	4·84	3·82
„ Licorice	11·07	7·80	9. 25	8·69	11·15	9·67
„ Quassia	7·46	3·47	3·41	4·46	5·76	3·81
„ Cedar	4·19	4·16	3·67	3·10	3·26	4·62
„ Ebony	3·44	3·03	3·78	3·73	4·50	4·41
„ Jacarando	4·51	4·61	5·92	4·41	6·79	7·41
„ Cork	8·99	9·63	8·56	9·53	9·23	9·15
„ Mahogany	3·26	3·98	4·67	3·43	3·96	4·52
„ Lignum-vitæ	2·28	1·97	2·17	1·24	2·34	2·53
Yarn, Cotton	29·64	29·01	34·44	33·26	37·90	39·23
„ Linen	55·86	55·26	56·42	49·32	49·64	49·03
„ Woollen & half woollen	80·87	91·35	97·02	80·18	95·18	107·66
Yellow Metal	35·77	33·07	34 04	29·84	28·92	28·47
Zinc, Ore	7·53	8·17	9·42	7·80	6·96	6·63
„ White	8·37	8·73	10·48	10·04	8·84	8·52
„ Plates	9·63	10·18	11·15	10·60	9·12	8·72

The exports from Hamburg cannot be exactly ascertained, because since the export duty was abolished no accounts official or otherwise have been kept; but they may be assumed to bear the usual proportion to the imports, and there is no reason for supposing that any material change in the nature of the export trade has taken place.

In consequence of the convention between the Hanse Towns and Sardinia, dated September 20th, 1860, the Government of Hamburg has abolished the import duty (½ per cent. *ad valorem*) on silk thread, undied silk and floret silk, died twisted silk and floret silk, and yarn of cotton and silk; Sardinia having in return reduced her import duties on brandy and other spirits from the Hanse Towns. As regards other articles the ½ per cent. import duty levied at Hamburg remains unaltered.

Towards the end of the last year a motion was made and discussed in the assembly of the burgership for abolishing the excise duties, or octroi, levied on articles of consumption introduced into the city, and for supplying the deficiency by another mode of taxation. The motion was defeated by a small majority, but public opinion is so much against the present system of excise duties, that it is believed they cannot be maintained for many years longer. In the meantime the Senate has made a proposal to the burgership to relieve spirits of German manufacture from the excise, payable on admission into the city, and to throw the duty exclusively on the consumer, per bottle, in the same way as has long been practised in favour of French and other foreign spirits, which are already free of octroi on introduction into the city.

The ancient tax called the *thor sperre*, levied upon persons and carriages passing through the gates of Hamburg during the night, was abolished on the 31st of December last, in consequence of a resolution of the burgership after a long and fruitless opposition by the Senate. The gross loss of revenue to the state is estimated according to the average of the last five years at 365,400 marks courant less the charges of collection; but the public have been relieved of a most annoying and vexatious impost, which pressed hard upon the poorer classes, and impeded locomotion and retail traffic between the city and its suburbs. It only remains to repeal the excise duties in order to the removal of the gates themselves and of the octroi stations, for which alone the existence of the gates is now of any utility.

Some notion of the domestic traffic of Hamburg may be formed from the fact that the number of waggons carrying goods on freight which passed the gates in and out in the course of the last year was 4,131, and that of all other waggons and carriages conveying goods in and out 355,230; total 359,361.

The Berlin Hamburg Railway has paid a dividend for the year of 6¾ per cent. The results of its traffic were:

Passengers conveyed ..	841,505	in number.
Goods on freight conveyed.	8,366,723	centners.
Receipts	2,824,265	Prussian dollars.
Expenses	2,141,765	„ „
Surplus. ..	682,500	„ „

The banking and discounting business transacted at Hamburg was somewhat greater in the last than in either of the previous *two* years. In 1860 the number of bills of exchange payable at Hamburg, exclusive of those made payable to other places, which were discounted, was 295,655, and these bills paid stamp duties to the amount of 459,134 marks courant,* showing a total approximative value of 587,691,000 marks banco, at the rate of 100 marks courant stamp duty per 128,000 marks banco of the value. This total value being rather above that of average years, the wild speculation of the years 1856 and 1857 will be understood when it is stated that the value of the bills of exchange payable at Hamburg, discounted in those years, was 857,075,000 marks banco, and 993,072,000 marks banco respectively. In these calculations the average term of each bill is assumed to be three months, that being the term for which the great majority of bills are drawn in Hamburg.

The two joint stock banks established in this city have done tolerably well during the year. The North German Bank has been able to reduce its capital by buying up 10,000 of its own shares at 10 per cent. under par, and has paid a dividend of 4 per cent. The Union Bank has paid a dividend for the year of 4$\frac{17}{32}$ per cent.

The following is a statement of the monthly rates of exchange at Hamburg during the year 1860 for bills on London at three months date:—

Marks Banco and Schillings per £1 Sterling.

Month.	Highest.	Lowest.	Average.
January	13 3¼	13 0	13 1¼
February	13 1½	13 0½	13 1
March	13 1	13 0½	13 0$\frac{13}{16}$
April	13 0¾	13 0½	13 0$\frac{9}{16}$
May	13 1	13 0¼	13 0⅝
June	13 1	13 0¾	13 0⅞
July	13 1½	13 0¾	13 1$\frac{1}{16}$
August	13 2	13 1	13 1$\frac{11}{16}$
September..	13 1¼	13 1¼	13 1¼
October	13 1¼	13 1	13 1⅛
November	13 1¼	13 1	13 1¼
December	13 1¼	13 1	13 1⅛
Average of the Year ..	..	..	13 1$\frac{1}{16}$

For bills on London at short sight, the average rate of exchange during the year was 13 marks banco, 2⅞*s.* per pound sterling.

For Hamburg currency, the average rate of exchange during the year was 124$\frac{13}{16}$ marks courant per 100 marks banco. For Prussian dollars, the average rate during the year was 150¼ dollars per 300 marks banco.

The monthly rates of discount for first class paper during the year were as follows:—

Rates per Cent.

Month.	Highest.	Lowest.	Average.
January	1¾	1½	1$\frac{9}{16}$
February	1¾	1¼	1⅜
March	2	1¼	1½
April	2½	2	2¼
May	2½	1½	1⅞
June	2	1½	1$\frac{11}{16}$
July	1¾	1¼	1⅜
August	2	1	1¼
September..	2	1½	1¾
October	2	1¾	1⅞
November	2⅞	2	2⅜
December	3	2½	2⅝
Average of the Year ..	..	..	1¾

The English equivalents of the measures, weights, and moneys used in Hamburg, and quoted throughout this Report, will be found in the subjoined Tables:—

1. *Measures.*

Hamburg.		British.
100 feet in length ..	=	94·021 feet in length
100 feet square ..		88·400 feet square
100 feet, cubic.. ..		83·115 feet, cubic
100 ells (of cloth) ..		62·681 yards
100 barrels of corn (fass)		18·901 Imperial Quarters
100 Quarts (viertel) of liquids ..		159·470 Imperial Gallons
British.		**Hamburg.**
100 feet in length ..	=	106·359 feet in length
100 feet square ..		113·122 feet square
100 feet, cubic.. ..		120·816 feet, cubic
100 yards (of cloth) ..		159,538 ells
100 Imperial Quarters (of corn) ..		599·071 barrels (fass)
100 Imperial Gallons of Liquids ..	..	62·708 Quarts (viertel)

2. *Weight.*

Hamburg.		British.
100 new pounds (1858) or 1 centner..	=	110·232 pounds avoirdupois
100 marks, bank weight		62·6554 pounds troy
British.		**Hamburg.**
100 pounds avoirdupois	=	90·718 new pounds (1858)
100 pounds troy ..		159·6032 marks, bankweight

3. *Money.*

1 mark of fine silver, fixed course	=	27 marks, 12 Schillings Banco, and
1 mark of fine gold, average course of last year ..		423 marks, 5 Schillings Banco

So that the relative value of gold to silver was as 1:15 25. The par of exchange with England during the year was therefore as follows:—

Hamburg.		British.
100 Marks Banco ..	=	£7·5468 Sterling
100 Marks Courant		£6·1595 Sterling
100 Dollars, Prussian ..		£14·9255 Sterling
British.		**Hamburg.**
£100 Sterling	=	1325·063 Marks Banco
£100 Sterling		1623·500 Marks Courant
£100 Sterling		669·995 Prussian Dollars

III. *Agriculture.*

The Hamburg territory, including the half of the Bergedorf district (which belongs conjointly to Hamburg and Lubeck) is seven German square miles in extent. Of this territory the site of the town and suburbs occupy about two-eighteenths. The remainder is the rural part classed for administrative purposes under two heads,—that of the marsh-land comprising about nine-eighteenths, and that of the geest-land about seven-eighteenths of the whole. The marsh-land consists principally of the islands in the river Elbe and its branches, and the lands on each side of their course. The soil is a strong clay, intermixed with the deposits from the overflow of the river, and about one-third of it is grass and two-thirds under the plough. It is very fertile, and produces heavy crops of wheat, barley, oats, and beans; the grass-land affords food for the many cows kept to supply the town with milk.

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* The amount of stamp duty paid on Bills of Exchange being now published monthly, the value of the Bills in circulation can be at any time ascertained.

These lands are often flooded in winter and spring, and water-mills and sluices are applied to drain off the water.

In the Bergedorf district are situated the four divisions named the *Vierlande*, with a population of about 10,000 persons. This part is celebrated for its fertility, and the industry and agricultural skill of the inhabitants. Here irrigation is practised, and from the garden-ground superior vegetables and fruit are supplied to the Hamburg market.

The geest-land, originally a part of the Duchy of Holstein, forms the remainder of the Hamburg territory, and has been acquired by the citizens in the course of centuries by treaty or purchase. It consists of the higher country north of the town and four enclaves in Holstein. The soil, as the name implies, is of a light sandy description; about one-fourth of this district is meadow or grazing land, the other three-fourths are under the plough. This latter part, unless well manured, produces but scanty crops of rye and buckwheat; these and potatoes are taken, and after being fallowed similar produce is obtained.

Scarcely any cattle, sheep, or pigs are fattened on the Hamburg territory.

The separate district of Ritzebuttel, near the entrance of the Elbe, including the port of Cuxhaven and the island of Neuwerell, belongs also to Hamburg. It is about twenty English square miles in extent, and has a population of 5,957 souls. Of this district about the half consists of meadow and arable marsh or geest-lands of a similar nature to those around the city of Hamburg; the other half is mostly heath and waste land, suited only for sheep-runs, on which several hundreds of sheep find food during a part of the year.

On the island of Neuwerck there are only 37 inhabitants; the meadow land is 580 and the arable land 340 English acres in extent.

The crops of last year in the Hamburg district were, as in most parts of Germany, of an average in quantity, but not well housed, and consequently inferior in quality.

IV. *Population and Industry.*

The population of the town and suburbs was, according to the returns of 1859, 174,016, and that of the rural districts, in which no returns are collected, is estimated at about 35,000; to these numbers may be added upwards of 20,000 not included in the returns. Thus, altogether, the population of Hamburg probably exceeds 250,000 persons.

Most of the inhabitants of the town and suburbs are employed in connection with the large commerce of the State, whilst high rents, dearness of provisions and the necessaries of life discourage the working of manufactories on a large scale, so that beyond the usual workshops for trades required to meet the wants of so many wealthy inhabitants and the other classes of citizens, there are not many large factories in the Hamburg teitorrry.

The following are the principal branches of manufacturing industry established within the territory:—

Sugar Refineries.—Of these there are twenty-nine in all; but with the exception of two they work on a small scale, employing only four or five men each. The two large refineries are carried on by Joint Stock Companies, and employ each more than 200 men; they work with steam engines, and adopt every improvement in the process of refining, and pay good dividends to the shareholders.

Iron Works and Machine Manufactories.—There are fifteen works of this sorts on the Hamburg territory, in which steam engines and every description of machinery are made. One establishment employs 150 workmen, one sixty, and the others about forty each. This branch of industry is rapidly increasing in importance.

Copper Smelting Works.—There are works of an extensive description carried on by a Joint Stock Company. Here upwards of 200 men were formerly employed; but of late the company has very much diminished its operations. The ore for smelting is brought from Australia as ship ballast. It is said that the company will soon again begin to work on the former scale.

Ship Biscuit Bakers.—There are seven of these in the town and suburbs, some of them employ many men and steam engines for baking, and large quantities of biscuit of their manufacture are exported.

Breweries.—There are fifteen breweries, and as of late years the consumption of beer has much increased, they are well employed; but, as the beer brewed is of light quality, it is little fitted for exportation.

Walking Sticks.—Sticks are manufactured in great numbers in Hamburg; there are fifteen stick manufacturers, and one of these employs in this branch of business and that of veneer sawing more than 500 workmen.

Furniture.—This article is exported in large quantities from Hamburg, but is chiefly manufactured by joiners employing a few men each.

Pianforte Makers.—This branch of industry prospers in Hamburg. There are sixty-nine establishments for the manufacturing of pianofortes, and although none of them employ many men, a considerable number of instruments for home use and for exportation are finished every year.

Builders of Railway and other Carriages.—Of these there are 14, several of whom are well employed; but the large establishment of Lauenstein and Co., is worthy of particluar notice, as steam-engines and as many as 900 men are employed in manufacturing every article required for the construction and finishing of all sorts of carriages.

Ship Builders.—There are thirty-four in Hamburg, but the high rate of wages and the monopoly of work possessed by the ship carpenters, tend to prevent ship-building on the Hamburg territory. A Hamburg firm—also machine makers—employ 400 men in building iron ships and machinery, and though at present their establishment is, although on the Hamburg frontiers, not on Hamburg territory, it is essentially a Hamburg establishment, carried on by the capital and labour of the citizens of this State. This firm is now building forty iron ships.

Wine.—There are large quantities of wine manufactured at Hamburg, which is exported to Great Britain and her colonies, and sold as port wine and sherry. Owing to the secrecy observed by the manufactures it is difficult to form an estimate of the quantities fabricated, but as will be seen by the subjoined Table, the quantity of wine exported in 1856, exceeded that imported, and notwithstanding the large quantities of French wines consumed by the people of Hamburg. There is no doubt that within the last four or five years this imitation wine has been made to a far greater extent than it was formerly.

Salting of Pork.—The salted pork of Hamburg is of superior quality. In the last season five firms in this trade killed 170,000 pigs, averaging nett 140 lbs. weight each, the flesh of which was salted for exportation.

Besides the establishments above-mentioned there are works for dying worsted (Berlin); manufactures of liqueurs, stearine candles, perfumery, and chemical preparations, in which many workmen are employed, and which in the aggregate produce large quantities of their different manufactures.

As no accounts of exports have been kept at Hamburg since the year 1856, owing to the abolition of all export duties, the following Table for that year is here given, for the purpose of indicating by the excess of exports over imports, the extent to which some of the different articles named above were manufactured at Hamburg. There is no reason to suppose that if returns for the last years had been kept there would have been any great difference in the results:—

A Table of certain articles manufactured at Hamburg and imported or exported respectively in the year 1856:—

Articles.	Imports.	Exports.
	Centners.	Centners.
Refined Sugar	82,326	816,927
Ship Biscuits	25,241	76,738
Sticks	..	2,694
Furniture	2,900	19,995
Piano Fortes	2,246	10,339
Carriages..	4,710	27,697
Wine	125,255	200,732
Salted Pork	21,133	98,148

V.—*Public Works.*

Of the many new works and buildings projected for this city and its territory, not one has been accomplished in the course of the year. A plan of connecting the station of the Berlin Hamburg Railway with the lower harbour by a tram or rail-road along the river has not been realized, nor has the construction been yet begun of the branch railway which is to connect the Berlin Hamburg with the Altona Kiel Station, according to the Treaty signed between Hamburg and Denmark April 30th, 1860. The difficulty of settling in what way this branch can, with the least public inconvenience, be made to pass through this populous city and suburbs has, hitherto, prevented the commencement of the work. The direct line resolved on between Hamburg and Lubeck, in order to obviate the now circuitous route by Buchen, has also not yet been begun, but ground will no doubt be broken before the close of this year. The negotiations with Hanover for building a bridge across the Elbe, with a railway from Hamburg to Harburg, and from thence along the left bank of the Elbe to Cuxhaven, are said to be still going on; but the heavy costs of these undertakings will probably impede their early execution. The bridge and railway to Harburg are estimated at 13,000,000 marks courant, and the railway to Cuxhaven at 9,500,000 marks courant. In fact the city of Hamburg has so many building plans in hand, that financial considerations have obliged it to postpone those not of immediate necessity. Among those so deferred is the beautiful and appropriate plan for the new Senate House designed several years ago, in the Gothic style, by the eminent English Architect Mr. Scott, and accepted by the Senate, the cost of which has been estimated at 2,500,000 marks courant. There are also plans before the Senate for new barracks, a public slaughter-house, a lunatic asylum, and a picture gallery, all buildings of acknowledged general utility, but not likely to be executed within any early period of time.

VI.—*General Remarks.*

The financial budget of the Republic of Hamburg, submitted by the Senate to the burgership, for the year 1861, and adopted in substance by the latter body, amounted to 10,250,287 marks courant, which very little exceeded the amount of the budget for the previous year. The following are the particulars:

Receipts.

	Marks Courant.
1. Domains and State property	1,482,600
2. Taxes and duties	6,037,900
3. Law fees	586,600
4. Fines	14,400
5. Extraordinaries	20,000
6. Transitory receipts	2,108,787
Total	10,250,287

Expenditure.

	Marks Courant.
1. Senate and Burgership..	478,760
2. Foreign affairs	72,000
3. Finances (including interest of debt)..	2,319,180
4. Justice	277,280
5. Education	115,760
6. Army	918,918
7. Buildings	1,029,200
8. Commerce and navigation	957,540
9. Police	736,710
10. Charitable institutions..	697,900
11. Suburbs and rural districts	157,610
12. Extraordinaries	382,280
13. Transitory expenses	2,108,840
Total	10,250,287

After this budget had been presented the Senate was obliged to propose some slight modifications under the head of taxes and duties, in consequence of the abolition of the gate taxes. It has also demanded an extra ordinary supply of 2,500,000 marks courant for the purpose of paying the share of Hamburg in the redemption money due to Hanover for the stade tolls, and some other small supplementary credits for minor objects. The principle, however, upon which the budget was framed has remained unaltered.

Since the commencement of the current year the Republic of Hamburg has been in possession of a new and improved Constitution, the adoption of which has put an end to the serious and violent contests on this subject, so long carried on between the senate and the mass of the citizens. The new Constitution, although open to some theoretical objections, appears calculated on the whole to promote the well-being of the inhabitants by extending their political rights, and by giving to the Assembly of the Burgership that increased share of legislative power, to which the wealth and intelligence of the citizens so justly entitled them. The tendency of the new legislative body is known to be towards financial and commercial reforms, and it may be anticipated that the repeal of the excise duties on all articles of consumption will take place at the earliest period at which it may be found possible to substitute a better system of taxation.

The abolition of the transit duties levied on goods passing through the States of the German Customs Union (*Zollverein*) took place on the 1st of March last. This measure is one of great importance to the interests of the British trade through Germany to Russia, Poland, Austria, and the East, the more so as it was effected in connection with a considerable reduction of the river duties imposed on the navigation of the Rhine. The normal rate of the *Zollverein* transit duties was no less than 10 silbergroschen, or 1*s.* sterling per centner, with modifications on goods passing in and out in particular directions. The relief afforded by the abolition of these duties to the trade of Hamburg, which is essentially one of transit, is fully acknowledged and appreciated by the mercantile community.

The Treaties under which the *Zollverein* is at present constituted will expire with the end of the year 1865. A general wish appears to prevail in Northern Germany that Prussia should not renew the Union on its present conditions, and that the rule which requires unanimity of the Governments concerned in deciding upon alterations of the tariff and other matters of common legislation, should be so modified as to put an end to the anomaly that proposals for the reduction of duties or the removal of commercial restrictions may always be frustrated by the opposition of any single State having a particular interest in keeping things as they are. It has been suggested that an element of popular representation should be introduced into the Zollverein by way of a check upon those Governments which are inclined to a Protectionist policy, and to prefer private to national interests in commercial questions. But whatever difficulties there may be in establishing such a representative body, it is sufficiently obvious that the Zollverein tariff is not likely to be materially reduced until the principle of majority can be substituted for that of unanimity in the Conferences of the Union. The Prussian Government is well known to be liberally disposed in commercial questions, yet such a disposition will remain fruitless so long as Prussia has not that influence in the Union to which her population and territory fairly entitle her, and it is in the power of Wurtemberg, Nassau, or any other small State, to maintain single-handed the Protectionist principle against the wishes of both the people and the Governments of the larger and more important members of the Association.

The so long and so justly complained of stade tolls ceased on the 1st of July last, in pursuance of the Treaty signed at Hanover on the 22nd of June, between Hanover, Great Britain, Hamburg, and the other Powers interested. Some provisional regulations have been established by Hanover for ascertaining the nationality of ships passing Brunshausen, until the Treaty shall have been ratified by all the contracting Powers, with the approval of their legislative bodies; but so soon as these conditions shall have been fulfilled by all the Powers concerned, there will be no further visitation of any ship whatever, and every vestige of these obnoxious exactions will disappear.

The Upper-Elbe river-tolls, and the transit-dues on the Berlin-Hamburg Railway, remain as they were. In the month of June last invitations were issued by Austria to the other States to a meeting of the Elbe Navigation Commission at Hamburg, with a view to a revision of the river-tolls. The meeting, however, did not take place, owing partly to objections made by some States to the form of the invitations; but chiefly to the reluctance of Hanover and Mecklenburg to entertain the subject, and to be again called upon to sacrifice a portion of their revenues to the interests of the navigation. It is however, much to be desired that the reduction of these duties should be energetically pursued, and that Prussia should demand it in a more peremptory way than she has hitherto done. The river-duties were sanctioned by the Vienna Congress of 1815 for the sole purpose of maintaining the navigation, and not as a financial source of revenue to the river-bordering States. Now, as Hanover and Mecklenburg levy a great deal more than is required for the conservancy of the stream, and of the towing paths, the surplus which they appropriate in aid of their own finances would appear to be illegally received by them; and, if so, it is the duty of the Elbe Navigation Commission to interfere, and to reduce the tariff strictly within the limits of the principle clearly established by the general act of the Congress of Vienna.

The new Commercial Code for Germany, which has for some years past been under the consideration of legal and practical men, summoned for that purpose, in conferences held partly at Wurnburg and partly at Hamburg, has at length been brought to completion, and has received the sanction of the Federal Diet. It has been officially published by the Prussian Government, under date of June 24th, 1861. The modifications introduced by this new law into the Commercial Code of the German States appear to be very generally approved, and upon one point only has any serious difference of opinion arisen, viz., as to the degree of responsibility belonging to the railway companies for goods conveyed by them on freight. As to the Articles of the Code applicable to railways originally stood, the companies could not by any special contracts or stipulations whatever protect themselves against the full responsibility for all loss or damage whatever. But so strong remonstrances were made against this provision on the part of the railways, that the Diet consented to amend the articles objected to, and to permit the railway companies, as carriers, to limit their general liability by special contracts in particular cases. The merchants of Hamburg, however, who are so largely interested in the transit trade, are dissatisfied with the amendment thus made, and would have preferred that the principle of general liability should have been established against the railways, as proposed by the original project of the Commercial Code.

In conclusion I ought to notice, as an occurrence of much importance to the mercantile world, the proceedings of the German *Handelstag* or Commercial Diet, held at Heidelberg from the 13th to the 18th of May last. This meeting was attended by many influential merchants and manufacturers, by deputies from Chambers of Commerce, by Government functionaries, and by men versed in political economy and other sciences. Its object was to promote improvements in the commercial legislation of Germany, and to urge the Governments to a more energetic course of action in that sense. Resolutions were passed in favour of a common system of weights and measures,—of an unitary coinage in further extension on the principle of the Vienna Treaty of January 24th, 1857,—of a re-organization of the *Zollverein*, with popular representation,—of the introduction of the new Commercial Code for Germany,—of the extension of Commercial Treaties upon principles of reciprocity with foreign States,—and of the abolition of the existing Elbe river-tolls and railway transit-duties. It was also resolved that general meetings of the *Handelstag* should be held annually, and that, in the meantime, a standing committee of its members should sit in Berlin for the purpose of watching over the interests of the society, and of preparing the materials for its future operations.

HONDURAS.

Report by Mr. Hall, British Consul at Comayagua, on the Trade of the Republic of Honduras during the year 1860.

The number of vessels that arrived at the Atlantic ports during the year 1860 was as follows:—

Port of Omoa.

Nationality.	Vessels.	Tonnage.	Crews.
English	27	675	135
Honduras ..	28	740	104
American ..	7	614	84
Spanish	10	812	110
Dutch	3	257	27
Total ..	75	3,098	460

The value of cargoes cannot be obtained separately. The gross value, according to Custom-house valuation, is $142,963.

Port of Truxillo.

Nationality.	Vessels.	Tonnage.	Crews.
English	17	845	70
Honduras ..	20	994	93
Spanish	14	1,240	123
American.. ..	12	1,813	137
Dutch	6	535	63
Total.. ..	69	5,427	486

The gross amount according to Custom-house valuation, is $160,389.

The value of the importations by the Bay of Fonseca, on the Pacific, introduced into the country by means of bungoes, amounts to $83,444. The aggregate of the imports for last year, therefore amounts, according to Custom-house valuation, to the sum of $386,798, equal to 77,359*l.* 12*s.* sterling. The corresponding amount for the year previous was $453,218, equal to 90,643*l.* 12*s.*, or a decrease in the imports of last year of 13,284*l.*, which is to be attributed chiefly to the late filibustering expedition last July. It is well known that Walker and his band of adventurers took forcible possession of the port of Truxillo in the month of August last, and as for some time back they had been known to be contemplating a descent on the coasts of Central America, the panic created by such rumours necessarily had the effect of discouraging importers, and the want of confidence which has prevailed since on the same account, could not but produce an almost entire cessation of introductions by the port of Truxillo for some time after the events of August and September, and a very scanty importation of foreign goods at both ports up to the conclusion of the year.

During the first six months of the year trade was tolerably brisk, and it is shown by the receipts at the custom-houses that the importations were at least $50,000 in excess of those of the corresponding period in the previous twelvemonths, and about two-thirds in Omoa, and three-fourths in Truxillo, of their whole value during the year.

The following Table represents the number of vessels that arrived at the two ports during a period of seven years, with their tonnage and value of cargoes :—

Years.	Vessels.	Tonnage.	Value of Cargoes.
			£
1854	202	15,852	635,590
1855	173	10,950	474,536
1856	142	8,326	294,255
1857	151	9,505	374,139
1858	158	8,386	294,317
1859	154	11,183	357,753
1860	144	8,525	303,152

The trade of Honduras does not increase, and although by the foregoing figures scarcely any decline is visible in the last years, yet it must be borne in mind that before 1856 the Republic had been in the midst of civil commotion, whereas subsequently to that period she has enjoyed comparative quiet.

I have said on former occasions that the shipping trade at the ports is chiefly a coasting one. There were 28 different vessels last year, of which 14 were English, 6 were Honduraseans, 4 Spanish, 3 American, and 1 Dutch. Of these the majority, as usual, were small coasting schooners engaged in the trade with Belize. There were two English vessels in ballast, which came to load mahogany at the mouths of the rivers lying east of Truxillo. The Spanish vessels brought small cargoes, but are chiefly devoted to the conveying of cattle to Cuba. There is one American vessel regularly established running to and from Boston, U.S., and an American steamer established during last year to run between Truxillo and Batavano, in Cuba, for the transport of cattle to that island. Besides these there is a Dutch vessel which makes occasional trips to and from the island of Curaçao.

The exports from the ports were as follows :—

Omoa.

Names of Articles.		Quantity.	Value.	
			$	rials
Horned Cattle ..	steers	2,260	27,120	0
Sarsaparilla ..	bales	636	20,352	0
Dry Hides ..	..	24,104	60,267	4
Deerskins ..	bales	52	4,214	0
Silver bullion ..	lbs.	3,319	60,571	0
Gold bullion ..	oz.	352	5,632	0
Fustic	tons	172	2,752	0
Mahogany ..	feet	18,000	1,080	0
Specie	..	..	25,000	0
Tobacco, Segars, Turtle shell, India-rubber, Rice, Corn, Straw Hats, Cigarettes, &c.		..	4,300	0
Total		..	$211,288	4

Truxillo.

Articles.		Quantity.	Value.
			$
Cattle	steers	5,600	67,200
Sarsaparilla ..	bales	1,214	38,848
Hides	..	23,602	65,900
Deerskins ..	bales	107	8 560
Silver Bullion ..	lb.	287	,237
Gold Bullion ..	oz.	544	8,704
Fustic	tons.	218	3,270
Mahogany ..	feet.	34,000	2,040
Specie	..	.. ..	18,000
Sundries	..	.. ..	5,000
Total		.. ..	$222,759

The exports thus amounted to the sum of $434,047, equal to 86,809*l.* 8*s.*, or an increase of about 20,000*l.* over the exports of the year 1859. The disturbances already alluded to scarcely affected the export trade, and the value of the produce taken out of the country would be represented at a still higher figure if the disparity between the prices at which some of the articles are fixed and those which they fetched in the exterior, were not so great. Cattle, for instance, which had the nominal price of $12 per head at the ports, readily sold in Cuba at prices ranging from $30 to $40; but towards the latter part of the year the price fell considerably, owing to the commercial crisis of the United States and Cuba.

I have in former despatches stated that it was impossible to ascertain the value of the exports by the south, which find their way to the State of Salvador, from whence they are shipped abroad at the port of La Union. They consist of indigo, hides, skins, bullion, tobacco, &c.

It is estimated that the production of indigo last year in this Republic must have amounted to something like 150,000*l.*, and it is believed that the quantity produced this year will be greater.

The South custom-house was established at Amapala, in Tiger Island, last December. This was a measure which I had often recommended, and the benefits likely to accrue to the country thereby I have pointed out in former Reports. Of course this change having been only so recently brought about, no results could be expected to have been obtained hitherto which would warrant comment on the practical working of this measure. It is expected that contraband will be greatly diminished thereby, and at any rate Honduras has now a port of entry on the Pacific, worthy of the name, which she had not before.

ITALY.

SICILY.

Report by Mr. Goodwin, British Consul at Palermo, on the Commerce and Navigation of Sicily for the years 1854 and 1859, and for the years 1859 and 1860.

The population of Sicily is computed to have risen from 2,220,000 to 2,275,000 souls between the years 1854 and 1859.

In 1854 the amount of Sicilian commerce was 2,600,000*l.*, and in 1859, 3,900,000*l.*

The tonnage amounted, in 1854, to 275,000, and in 1859, to 841,000 tons.

British trade advanced from 1,115,000*l.* in 1854 to 1,680.000*l.* in 1859; French trade, from 425,000*l.* in 1854 to 750,000*l.* in 1859; and American trade from 330,000*l.* in 1854 to 414,000 in 1859.

British shipping advanced from 116,000 tons in 1854 to 212,000 tons in 1859; French shipping, from 87,000 tons in 1854 to 134,000 tons in 1859; and American shipping from 20,000 tons in 1854, to 58,000 tons in 1859.

The population, estimated at 2,275,000 souls in 1859, rose to 2,297,000 souls in 1860.

The commerce of Sicily rose from 3,900,000*l.* in 1859 to 5,100,000*l.* in 1860, but navigation fell from 841,000 tons to 801,000 tons.

British trade rose from 1,680,000*l.* in 1859 to 2,270,000*l.* in 1860; French trade from 750,000*l.* in 1859 to 920,000*l.* in 1860; and American trade from 410,000*l.* in 1859 to 540,000*l.* in 1860.

British shipping fell from 212,000 tons in 1859 to 190,000 tons in 1860; French shipping rose from 133,000 tons in 1859 to 160,000 tons in 1860; and American shipping fell from 59,000 tons in 1859, to 53,000 tons in 1860.

British trade underwent changes—

1. As to direct trade inwards :—

275 British ships, measuring 81,000 tons, brought values of 374,000*l.* in 1859, and 259 ships, measuring 74,000 tons, brought values of 440,000*l.* in 1860.

2 As to direct trade outwards :—

635 ships, measuring 151,000 tons, and carrying values of 864,000*l.*, went from Sicily to England in 1859, and 572 ships, measuring 129,000 tons, and carrying values of 845,000*l.*, went from Sicily to England in 1860.

3. As to direct trade :—

50 ships, measuring 14,000 tons, came from Trieste and Italy to Sicily in 1859, and 49 ships, measuring 16,000 tons, came from the same countries in 1860.

4. As to indirect trade outwards :—

78 ships, measuring 24,000 tons, went from Sicily to the British provinces and the United States in 1859, and 74 ships, measuring 16,000 tons, went from Sicily to the same in 1860.

JAPAN.

KANAGAWA.

Report by Captain Howard Vyse, British Consul at Kanagawa, on the Trade of that Port during the half year ended 31st December, 1860.

OWING to the prolonged unsatisfactory state of affairs in China, the depression of trade during the last month has not yet ceased, and, I am sorry to add, will, according to all appearances, continue for some time to come. With regard to most articles of export to China, the only business transacted to some extent has been in silk and unseasoned tea, which latter article especially continues to command attention. Several arrivals of imports on a scale too heavy for the present consumption have tended to depress rates, and our market for shirtings does not have a very satisfactory margin.

Exports.

Silk, opening high in the beginning of this month, has gone down $20 30 cents. This fact has been caused partly by the rise of the American dollar, and partly by the reluctance of foreigners to buy the remnants of the old stock, while the new chop is to be expected within a few weeks. The stock of old silk is nearly exhausted, and the lots remaining in the market consist of inferior grades. The prices asked by the natives are for Maibashi and Shinshio, in hanks (Ozagi), mixed lots, $460 to $480 per pecul. Sold in books, for an inferior quality, $450 to $470; Oshio, mixed, per pecul, $420 to $460; inferior Coshio, Ilshiveng, Sodai, and Mino (Taysam kinds mostly), $350 to $420. The supply is on a moderate scale, but very little comes of the best qualities.

Tea of this season has arrived in pretty large quantities, and considerable purchases have been made in it during the month. The supply is likely to remain satisfactory for some months, and it is to be hoped that prices will by-and-by come down from this present high ratio, which is fully $8 more upon the old teas. The quality of this year's growth is in many instances very good, and foreigners evince great eagerness to buy the finer kinds. I quote Greens (to be refired in China for shipment to Europe) redshi, per pecul, $24 28 cents; Sizurunga, $16 26 cents; Isufshiyama, $18 to $22.

Copper has rallied again from the low range of prices in the middle of this month ($20 for wire) on account of some Government measure, the consequence of which is, that the article is still more neglected than it ever was before. Wire is held at present at $24; plate, $22; shovels, bolts, nails, $19 to 221. Stocks are rather heavy.

Iron, in flat bars, per pecul, $2½ to $2¾, at which rates a few hundred peculs have been bought for shipment to Hong Kong. At present $3 are demanded; stocks and supplies moderate.

Rapeseed Oil, per 100 tubs, $340 to $360. Fish oil, nominal, $280 to $300. Purchases very limited; stock inferior.

Beans, 100 peculs, $130 to $140.

Flour per pecul, $1 60 cents to $1 90 cents. The two latter articles are in demand for Hong Kong.

The following articles are nominal, and little or nothing done in them, viz. :—

	$	cts.		$	cts.
Isinglass in quills	25	0	to	27	0
Mushrooms, good stock	20	3	,,	22	0
Sharkfins, small stock	13	0			
Cuttle-fish	6	0	,,	6	50
Best prawns	15	0	,,	16	0
Gall nuts	6	0	,,	6	50
Kesami seaweed	2	0	,,	2	50
Tar	3	0			
Bocurio	2	50			
Ginsang	1	0	,,	4	0
Rapeseed (scarce)	1	70			
Saltpetre	8	0			
Vegetable wax	10	0			
Camphor	20	0	,,	22	0
Cassia verd	3	0	,,	7	0

The latter four articles are always very scarce at this port.

Imports.

Arrivals from Shanghae have been heavy, and mostly Manchester articles are of slow sale.

	$	cts.		$	cts.
Grey shirtings, 39 yds. 38½ by 39 in., 7 catties weight, per piece	2	50	to	2	60
Grey shirtings, 39 yds. 38½ by 39 in., 8 catties weight, per piece	2	70	,,	2	90
White shirtings in no demand.					
Chintzes, 28 yds. in small flower pattern	2	30	,,	2	50
Camlets, 51 by 58 yds. 31 in., per piece	24	0	,,	25	0
White American drills, nominal ..	5	0			
Velvets, damasks, and red London serge there is little consumption at this moment.					
Spelter, for best heavy stock, per pecul..	10	0	,,	11	0
Sapan Wood	3	50	,,	3	70
Mexican dollars in demand at 300 itzibous for $100.					
Tonnage little available.					
Freight for Shanghae, per ton, dead weight	8	0			
,, ,, per ton, measurement of 40 cubic feet	6	0			
Silk, per pecul	3	0			
Tea, per ton	6	0			
Copper, per per pecul ..	0	50			
Freight for Hong Kong, per ton, dead wt.	9	0			
,, ,, per ton measurement	10	0			
Silk, per pecul	3	0			
Tea, per ton	10	0			
Copper, per pecul	0	50			
Freight for San Francisco, per ton ..	20	0			
Tonnage for Hong Kong in demand.					

July, 1860.

This month has again been one of inactivity on the whole. Of exports, tea, silk, and gall-nuts have been the only articles noticed, whilst all other articles remain more or less untouched; to add to this calamity, the dollar has fallen to 230 itzibous, instead of 311 itzibous the $100, thus rendering the purchase of desirable produce still more difficult, and enhancing its value in many instances to unremunerative prices. Imports have been in general briskly inquired after, and there has been a slight improvement in the rates obtained.

The Japanese holidays in the middle of this month, having brought a great many merchants from the interior to Gokohama, a demand for cottons and woollens has sprung up, which, if it continues, will tend to move the stocks gradually off.

The desire on the part of the natives to rid themselves of dollars, when thus depreciated, seems to me another reason that imports will very likely continue to find a ready sale.

Exports.

Silk.—The bulk of all the supplies consisted of inferior classes, and holders were at one time of the month eager to realize at a slight reduction on my last quotations; since then, prices have rallied again, owing to the fall of the dollar, and I now quote—

Maibashi and Shinshio, in hanks (Ozagi), for inferior to a little less inferior, $420 to $460; sold in books, for fair silk (but very scarce), $460; Oshio, for inferior to a little less inferior, $360 to $420; Coshio, for inferior, $420; Omama, for inferior, $420; Ncashta, Ilshiveng, and Mino, for inferior, $380 to $400.

Shipments to Shanghae and Hong Kong, about 900 bales during the month; stocks about 300 peculs, mostly inferior qualities—best are not in the market. Of new silk, very little has come down, on account of a disagreement between the Yokohama and Yeddo merchants; as soon as their dispute is settled, it is expected there will be large quantities coming into the market; the few samples of this year's growth of silk that have been bought, are supposed to be, both in size and colour, equal to the better qualities of the old silk.

Tea.—The disappointment which several exporters have experienced in their previous shipments, has made buyers more cautious in their present purchases; and their reluctance to buy at high rates has in some degree counteracted any material rise in prices, which the low quotation of the dollar might have created. The shipments of July amount to about 8,000 packages; the stocks are large, and the supplies arrive freely. Of lots in the market, I quote—

Greens (to be refired in China for shipment to Europe), Redshi, for inferior to best, $18 to $30; Sizurunga, $16 to $25; Sizangami, $10 to $23; Shmiosa, for inferior, per pecul, $6 to $10.

Copper.—Transactions have been small, and prices have gone down, on account of Hong Kong advices. Shipments to Shanghae, about 200 packages; to Hong Kong, unascertained; great part of the copper shipped has been bartered against spelter, &c. I quote—

	$	cts.		$	cts.
Wire	22	0	to	23	0
Plate	18	0	,,	19	0
Nails, bolts, and shovels, per pecul (stock large)	17	0	,,	20	0
Iron (about 1,500 packages have gone to Shanghae) bought at	2	50			
Prices have advanced since	3	0	,,	3	50
(For flat bars sales are moderate; stocks in Yeddo considerable).					
Rapeseed Oil.—Hardly any transactions are taking place; prices nominally per 100 tubs	400	0	,,	420	0
Fish Oil.—Per 100 tubs	320	0	,,	340	0
(Stocks of oil limited).					
Beans are bought largely at per 100 peculs	130	0	,,	140	0
Flour	2	0	,,	2	50
In demand for Hong Kong; some days back 1,000 peculs were bought at	2	0			
(Stock very good).					
Gall-nuts.—Shipments, about 900 boxes; per pecul	6	0	,,	6	50
(Good stock and supplies).					
Isinglass, in quills.—Stock inferior; are asked	30	0	to	32	0
Isinglass, in squares	30	0			
(Small stock; shipments about 500 bales.)					
Mushrooms.—Price nominal; small stock	18	0	,,	22	0
Shark Fins, stock, 100 peculs	15	0			
Cuttle Fish, small stock, per pecul	7	0	,,	8	0
Prawns, very small stock, per pecul	15	0			
Kesami Seaweed, per pecul	2	50	,,	4	0
Tar, nominal	3	0			
Bocurio, good stock, per pecul	2	50	,,	4	0
Ginseng, per catty	1	0	,,	6	0
Rapeseed, scarce, per pecul	2	0	,,	2	60
Saltpetre, stock, 200 peculs, per pecul	8	50			
Vegetable Wax, none nominal, per pecul	12	0			
Camphor, per pecul	22	0	,,	25	0
Cassia verd, stock, 100 peculs, per pecul	7	0	,,	8	0
Vermicelli, large stock, per pecul	3	0	,,	4	50

Imports.

The "Neville," from Shanghae, brought the last supplies, consisting of about 300 bales of cottons and woollens, and about 1,000 packages of spelter and Chinese medicines. The demand for imports in general is good, although the prices attained are not always very remunerative.

	$	cts.		$	cts.
Grey Shirtings.—39 yds., 38½ in.; 7 catties weight, per piece	2	60	to	2	70
Ditto.—8 catties weight	2	20	,,	3	0
White Shirtings, in little demand, 39 in., per piece	3	0	,,	3	50
Chintzes.—28 yds., in small flowers on a red ground, per piece	2	50	,,	2	60
Camlets.—52 by 58 yds. 31 in., S S.	27	0	,,	28	0
Ditto ditto B B	30	0			
Ditto.—Flowered, per piece	30	0			
(Dark blue, purple, and orange preferred in all camlets).					
White American Drills, per piece	5	0	,,	5	50
Handkerchiefs, per dozen	0	70			
Chinese Blankets, red, per piece	0	80	,,	4	0
(Some sales have been made in Long Ells, Orleans Velvets, London Serge, Furniture, Prints, Damasks, but prices have not transpired).					
Spelter, 1st quality, per pecul	12	0			
,, 2nd quality ,,	10	0			
,, 3rd quality ,,	8	0	,		0
(Stocks heavy).					
Manilla Sapan Wood, from Hong Kong, has been sold at, per pecul	1	70			
(No sales of Siam known. All sorts of Chinese Medicines are in request; stocks inferior. Tonnage is little wanted; rates of freight unchanged since last month).					
Mexican Dollars at 230 itzibous per	100	0			
(With little prospect of speedy improvement).					

August, 1860.

Since my last report of July 31st, our export trade has by no means improved, but on the contrary, become almost paralyzed with regard to all articles of Chinese consumption. The rise in London silk prices, and some favourable news about Japanese teas from Shanghae, have been the only means of creating some animation in the market, which otherwise would be void of interest. The dollar, which I quoted in my last at 230 itzibous per 100 dollars, is still lower, and keeps fluctuating between 210 and 220 itzibous per $100; these rates, unprecedented in this port, have roused the attention of the consuls, who consequently have lodged a complaint with the representatives of the foreign powers at Yeddo; up to this moment the results are still unknown. But desirable and just as it is to have the value of the ollar permanently fixed at 3 itzibous, yet it is the opinion of the community in general, that such an end will not be obtained for a considerable period.

In imports, I am glad to be able to report a steady progress; for cottons, woollens, grey shirtings, prints and camlets, an eager demand has been maintained during the month; the stocks of the latter are completely exhausted, but it remains still in good request at remunerative prices; other less current imports have also been taken freely, partly against cash payment, partly in barter.

Silk.—The dispute between the native merchants here and at Yeddo, referred to in my last month's report, is stated as drawing to a close. The supplies, including the finest kind of new silk, have augmented to a small degree, but remain insignificant, when compared to the stocks, which this year's increased production must have accumulated in the interior and at Yeddo; the fall of the dollar is no doubt one of the chief reasons why these stocks are not coming forward, and this, together with the eagerness of foreign buyers, has caused that the available lots on the spot are kept at higher figures. The quotations for new silk are—

Maibashi and Shinshio, in hanks (Ozagi), for inferior to best quality, $430 to $500; sold in books, for middling to best quality (very scarce), $450 to $490; Oshio, for middling quality, $300 to $420; best quality there is none; Coshio, for inferior to middling quality, $380 to $420; Omama, for middling quality, 420; Sodai, for middling to best quality, $380 to 420; inferior and low silk, $320 to $360. Shipments, 2,334 bales during this month, also 211 bales of cocoons. Stock 350 peculs, greater part inferior silk.

Tea.—The caution with which buyers continue to act, has prevented any rise in prices, although the purchases and shipments have been heavy during the month; the total estimate exportation has been 15,800 packages from 1st July to date; shipments per "Neville," to sail in a day or two for Shanghae, amount to about 3,000 packages, and the stock lessened in the market to 1,088 peculs, two-thirds of which consist of common tea, and one-third of good tea. I quote—

Greens (to be refired in China, for shipment to Europe), common, $3 50 cents to $5; good common, $11 to $14; medium, $16 to $18; good to fine, per pecul, $20 to $26.

It is exceedingly difficult to give any correct quotations for the undermentioned export articles, inasmuch as transactions against cash are rare, and holders demand exorbitant prices, based upon the low value of the dollar; I give, however, herewith, the lowest rates which I think the native merchants would accept when offered to them.

Copper wire, $22 to $24; plates, $20; nails, spikes, bolts, shovels, &c., per pecul, $17 to $19; shipments, 255 packages; stock, 620 peculs.

Iron, stock, 600 peculs, $3 50 cents to $4.

Rapeseed oil, per 100 tubs, $530 to $580.

The crop of rapeseed oil is said to be bad and short this year, which partly accounts for the high figures; besides, the exportation of oil has been so heavy, ever since the opening of this port, that the natives apparently dread not to be able to provide for their own wants, and a good deal is being reshipped to Yeddo. Shipments, 821 tubs; stock, 600 tubs in Yeddo.

	$	cts.		$	cts.
Fish Oil.—Stock, 400 tubs ..	300	0	to	400	0
Beans.—Stock, 600 peculs; per 100 peculs	150	0	„	170	0
(Shipments on the English Government, owing to the China war, heavy).					
Flour.—Shipments, 1,296 packages; stock, 3,000 peculs; per pecul ..	2	20	„	2	50
Gall Nuts.—Totally neglected; stock, 110 peculs; per pecul ..	7	50	„	8	0
Isinglass, in quills.—Per pecul ..	35	0			
„ in squares.—Stock, 100 peculs	30	0			
Mushrooms.—For inferior quality; per pecul	20	0			
(Shipments, 480 packages; stock small).					
Shark Fins.—Stock, 50 peculs; per pecul	11	50	„	15	0
Cuttle Fish.—Stock very small ..	8	0	„	10	0
Prawns.—No stock..	15	0	„	20	0
Kesami Seaweed.—Stock small ..	2	50	„	4	0
Bocurio.—Stock large	3	0	„	4	0
Ginseng.—Per catty	1	0	„	1	50
Rapeseed.—Stock, 400 peculs ..	2	50	„	2	60
Saltpetre.—Stock small; per pecul	8	0	„	10	0
Vegetable Wax.—Stock, 100 peculs; per pecul	12	0	„	14	0
Camphor.—None.					
Cassia Verd.—Stock in Yeddo very large; per pecul..	7	0	„	9	0
Vermicelli.—Stock, 45 peculs ..	3	50	„	4	50

Imports.

The arrival of cotton and woollens has been on an unusually small scale, amounting only to about 100 bales during the month. Stocks of saleable articles are very nearly exhausted, whilst the demands remain unabated.

	$	cts.		$	cts.
Grey Shirtings.—7 catties; per piece..	2	70	to	2	80
„ 18 catties; per piece	3	0	„	3	10
White Shirtings.—Per piece	3	50			
Chintzes.—Small flowers; per piece..	2	80	„	3	0
Camlets.—S S	30	0	„	32	0
„ B B B	34	0	„	35	0
„ Flowered	35	0			
(Dark blue, purple, and orange liked the best).					
White American Drills	5	50	„	6	0
Furniture, Prints.—Glazed, per package	2	60			
Handkerchiefs.—Best quality, per doz.	2	0			
Velvets.—Prussian blue; 34 yards ..	8	0			
„ Purple; per piece.. ..	9	0			
Long Ells.—H H	12	0			
(Orleans, Damasks, and Victoria Lawns are difficult of sale).					
Spelter.—Per pecul	10	0	„	10	50
(Great quantities have been pressed upon the market, and consequently the prices are lower).					
Siam Sapan Wood	3	50			
Manilla	1	50	„	1	70
Sandal Wood.—Per pecul	7	0			
Tonnage wanted for silk and tea; rates unchanged for Shanghae; Mexican dollars, 210 to 220 itzibous per 100.					

September, 1860.

My anticipations with regard to the currency question, as expressed in my last report, have only proved too correct; the dollar has gone down to 200 itzibous at an average, and the effect which this fall has had upon trade in general is deplorable. Purchases of silk are almost entirely brought to a standstill, and tea is only bought for the American markets; it is evident that something must be done, in order to put commerce on a more satisfactory footing, and it is to be hoped that the demonstration which the English and French squadrons are likely to make in the Japanese waters, after the present China question is settled, may have a permanent influence upon the Japanese government. The trade in imports is checked by the insignificance of the export business, and the consequent want of capital in the hands of native dealers. The total amount of goods imported has been pretty considerable, but sales are heavy, on account of the above reason.

Exports.

Silk.—The low value of the dollar, and the bad selection of the lots brought to market, has caused the purchasing of silk to come almost to a standstill for the time being; Hoibero are nevertheless high, and the prices becoming decidedly higher. I quote—best Marbashi and Shinshio, in hanks (Ozagi), $500 to $520; best, in books, $500 to $520; inferior quality, $450; Oshio, $430 to $450; Coshio, for inferior quality, $420; Sodai, Ilshiveng, Mino, $350 to $450; shipments for September, 1,239 bales; cocoons, 219 bales; stock of silk, 330 bales.

Tea is without alteration since last month, with the exception of fine kinds, which are a shade higher, and I quote them now per pecul, $20 to $27. American firms have been the principal buyers throughout the month. Shipments for September, 3,749 packages. Settlement has shipped 23,000 packages since 1st of July. Stock from 300 to 400 peculs.

Copper.—The taking of the Taku forts has established some confidence in this article, and speculators are buying daily small quantities. I quote—Wire, $22 to $24½; plates, $20 to $22; nails, $18 to $20; stock, 2,300 peculs.

Iron.—Stock, 300 peculs; per pecul, $3½ to $4½.

Rapeseed Oil.—Per 100 tubs, $580 to $600. Shipments, 3,830 tubs during this month, the greater part of which has been bought some time back. Stock, 250 tubs.

Fish Oil.—Unaltered stock; 200 tubs.

Beans.—Stock, 400 peculs; per 100 peculs, $160 to $180.

Flour.—Stock, 1,400 peculs; per pecul, $2 50 cents.

Gall-nuts.—$7 to $9. Shipments for September, 49 boxes: stock, 115 peculs.

Isinglass.—In quills, per pecul, $35 to $37. In squares, stock, 200 peculs; per pecul, $30 to $32.

Mushrooms.—For inferior qualities, stock small; per pecul, $20.

Shark fins.—For inferior qualities, stock small; per pecul, $9 to $12.

Cuttle fish, Prawns.—None.

Kesami Seaweed.—Stock, 1,000 peculs; per pecul, $2 to $4.

Bocurio.—Stock, 500 peculs; per pecul, $3 to $4 50 cents.

Ginseng.—Per catty, $1 to $8.

Rapeseed.—Per pecul, $2 70 cents. Shipments, 544 bags; stock, 300 peculs.

Saltpetre.—Stock, 300 peculs; per pecul, $8 to $12.

Wax, Camphor, Cassia verd, and *Vermicelli.*—None.

The above quotations are mostly nominal, there being few or no buyers at all in the market.

Imports.

Cottons and woollens have arrived freely; the natives are, however, out of funds, and sales consequently difficult.

	$	cts.		$	cts.
Grey Shirtings.—6¼ to 7 yds., per piece	2	70	to	2	90
,, 8 yds., per piece ..	3	10	,,	3	18
White Shirtings	3	50	,,	3	60
Chintzes	2	80	,,	3	0
Camlets.—S S	30	0	,,	33	0
,, B B B, per piece	33	50	,,	34	0
White American Drills.—Per piece ..	3	80	,,	4	0
(Arrivals have been very large, and prices on the decline. Velvets and Long Ells unaltered).					
Spelter.—Per pecul	9	0	,,	10	0
Siam Sapan Wood.—Per pecul ..	3	80			

Tonnage is abundant for present wants; rates of freight unchanged; Mexican dollars, 200 itzibous per $100. I have had some trouble in collecting the subjoined statistics, but incomplete as they may be, I trust they may be found useful, and as correct as I had opportunity to make them; there may be, no doubt, several articles under the head of sundries, which may belong to one or the other articles specified, but I have had no means of ascertaining what they are, as there are no manifests circulated, and should there be any, it is not to be expected that British merchants publish them for the information of Her Britannic Majesty's Consul.

October 1860.

The continued success of the Allied Forces in China, the repulsion of the Rebels from Shanghae, and the rise of the dollar in Yeddo, have established some confidence at this port, in consequence of which the exportation of a few articles for China has been resumed since the middle of the month; however, small as it is at present, it is expected that it will enlarge if further encouraging news reach this port from the Peiho.

Silk has again been bought freely of late, and at rather more advantageous rates to buyers than could be anticipated in the beginning of the month. In imports a good business has been done; but the natives having considerable large stocks by them, and not disposed of them yet in the interior, keep out of the market, and the trade of imports has come to a dead lock for a time; the few sales which take place are to a great extent on thirty-day credit, in order to force them, and to get rid of the stocks accumulated here. The system of giving credit to the natives has been introduced by some firms, but it cannot by any means be recommended, considering the little knowledge the European merchants possess of the funds of the Japanese merchants.

Exports.

Silk.—The market is easier on account of the dollar having gone up, and buyers turn the fall in prices to their advantage by investing freely. I quote the best Maibashi and Shinshio, in hanks (Ozagi), $480 to $500; stock, 170 peculs. Best Ida, in books, very scarce, $475 to $510; inferior quality, $430 to $440. Oshio, Coshio, Ilshiveng, Mino, for inferior, $340 to $400; stock of all kinds, 300 peculs. Shipments for October, about 1,222 bales. Cocoons, 206 bales.

Tea.—Prices have advanced in general since last month, and the settlements are only estimated at about 2,500 to 3,000 peculs for October, nearly all purchased for refining purposes on the spot. I quote—ordinary tea, $3 to $4; common tea, $8 to $12; good common tea, $13 to $15; fair quality to inferior quality of tea, $16 to $18; good to fine tea, per pecul, $20 to $27; stock, 500 to 600 peculs. Shipments for October, about 4,962 packages.

Copper.—A moderate inquiry prevailing still at the following quotations, viz.:—Wire, $22 to $24; plates, $20 to $22; nails, bolts, shovels, &c. (stock, 2,200 peculs), $19 to $22. Shipments for October, 1,119 packages.

	$	cts.		$	cts.
Iron, nominal, per pecul	3	50	to	4	50
Rapeseed Oil, nominal.—Stock, 500 tubs	580	0	,,	600	0
Fish Oil.—Stock, 700 tubs	380	0	,,	400	0
Beans.—Stock, 350 peculs, per 100 peculs	170	0	,,	190	0
Peas.—Stock, 200 peculs, per 100 peculs	180	0	,,	200	0
Flour.—Stock, 2,000 peculs, per pecul	2	30	,,	2	50
Gall-nuts.—Stock, 150 peculs, per pecul	7	50	,,	8	50
Isinglass in quills, per pecul ..	34	0	,,	36	0
,, ,, in squares. Stock, 180 peculs—per pecul	30	0	,,	32	0
Mushrooms, nominal per pecul ..	20	0			
Sharkfins. For the best, very scarce —per pecul	15	0			
Cuttle-fish, Prawns—none.					
Kesami seaweed. Stock, 350 peculs —per pecul	2	50	,,	3	0
Bocurio.—Stock, 200 peculs—per pecul	3	0	,,	4	0
Ginseng, very scarce, per catty ..	1	0	,,	1	50
Rapeseed. No stock here—per pecul	2	50	,,	2	80
Saltpetre.—Stock, 350 peculs—per pecul	9	50	,,	11	0
Vegetable Wax and Camphor—none.					
CassiaVerd. Stock large—per pecul	8	0			
Vermicelli.—Stock, 100 peculs—per pecul	2	50	,,	3	0
Arrowroot. — Stock, 230 peculs— per pecul	5	0	,,	5	0

Imports.

Sales are difficult on account of the above-mentioned reason, and the stock of shirtings is very large. It remains to be seen which course prices of imports will take if the dollar should go up to par. The following quotations are mostly nominal:—

	$	cts.		$	cts.
Grey Shirtings, 5 catties per piece ..	2	50			
,, ,, 6½ to 7 catties ...	2	80	to	2	90
,, ,, 7½ catties	3	0	,,	3	20
White Shirtings, per piece	3	25	,,	3	50
Chintzes, per piece	2	70			
Camlets, S S	27	0	,,	28	0
,, B B B, per piece	28	50	,,	29	0
White American Drills, per piece ..	3	70	,,	3	75
Long Ells, per piece, offered	11	0			
Coloured Brocades, per piece.. ..	4	50	,,	4	80
Plain Orleans, per piece, offered ..	7	50			
(Dutch Manufactures in demand):—					
Spelter, per pecul	9	0	,,	10	0
Siam Sapan Wood, per pecul; offered	3	0			
(No sales reported).					
Shipping business is active, and the supply of tonnage good. Rates of freight for Shanghae lower, viz.:—					
Silk, per pecul..	2	50			
Tea and measurement goods, 5*l.* per ton of 4 cubic feet. For London, silk, 7*l.* 10*s.*; tea, 5*l.* 10*s.*					
Some vessels have been filling up with charcoal.					
Mexican dollars at 230 itzibous per $100.					

November, 1860.

I have the honour to refer you to my last Report, ending October 31, since when advices from the Peiho have arrived, announcing the conclusion of peace, which has made a favourable impression in this port, and will, no doubt, tend to stimulate in due time an increased exportation of Japanese produce to China. Of exports I have to report, on the whole, a brisk business in silk, whilst in tea the same dulness has prevailed as during last month. A falling-off is noticeable in the exportation of this latter article when compared to any previous month, on account of several thousand chests being kept here for refiring purposes on the spot. In other exports nothing of interest is to be noted. In imports, the market has evidently been overdone; supplies continue to arrive, and stocks keep on the accumulation. The natives, who have overrated their present consumption, and in some instances lost heavily by speculating in camlets, &c., &c., keep prudently out of the market, and in all probability some time may elapse before the stocks are sold off. It is, however, a consolation to know that although the market is glutted, most of the goods imported are articles of native consumption, and that about the time of the Japanese new year. It is expected that in about two months time a brisk demand for cottons and woollens is likely to spring up. The revival of trade which is anticipated in China is an additional reason that the inactivity and low rates of the day will speedily be ameliorated. The few sales that take place now are effected on credit, which is extremely unwise on the part of the European, and will be the means, before many more months elapse, as he will find out to his cost, of putting a stop to all import trade. Shipping business has been on an average scale, some vessels have replaced the want of freight by filling up with firewood, charcoal, and potatoes. The currency keeps pretty steady, and inspires the hope of further improvements.

Exports.

Silk business has been satisfactory during the month. The demand relaxed towards the middle of this month, owing partly to the want of funds with some buyers, and perhaps the fear of a decline in London, and holders became eager to realize at reduced figures. Since the the arrival of the steamship "England," however, this fall has not only been recovered, but a rise has taken place of about $15 to $20 per pecul. I quote—Best Maibashi and Shinshio, in hanks (Ozagi), $480 to $510; best Ida, in books, very scarce, $490 to $510; 2nd quality, $430 to $460; 3rd quality, $360 to $400; Oshio, none; best Sodai, $480; Itchiding, Coshio, and Mino, $350 to $420. Selection indifferent; stock of all kinds, 230 peculs. The shipments amount to about 1,550 bales, including 700 bales on board the "Ocean Gem," sailing for London in a few days.

Tea.—The market, perhaps, is a shade lower than last month, but keeps still high enough to prevent any large purchases. Settlements for this month, 2,500 to 3,000 chests; stocks, 3,000 chests, since the 1st of last July, great part of which has been detained here for manufacture into green tea. My quotations are, for ordinary, $5; good ordinary, $8 to $10; medium, $12 to $16; good medium, $17 to $19; good to fine, per pecul, $20 to $28. Shipments this month, about 3,003 packages; stocks, 700 peculs. The reports are that there is no lack of leaf in the interior.

Copper.—The demand for small quantities continues. Prices have gone down, and are, for wire, $20 to $21; plates, $19 to $20; nails, &c., &c., per pecul, $17 to $19. Shipments this month, 507 packages; stock 2,000 peculs, mostly wire.

Iron.—Nominal (stock, 1,000 peculs), $3¼ to $4.

	$ cts.		$ cts.
Rapeseed Oil, per pecul	6 70		
(Shipments this month, 5,700 tubs, to London and Lima; stock, 200 peculs).			
Fish Oil.—Stock, 500 tubs, per tub	4 40		
Rapeseed, per pecul, nominal ..	2 50		
Beans and Peas.—Stock, 700 peculs, per 100 peculs.	176 0	to	180 0
Flour, per 100 peculs	180 0	,,	220 0
,, inferior, per 100 peculs ..	150 0		
(Shipments, 680 packages; stock, 750 peculs).			
Gall-nuts, per pecul	6 50	,,	7 50
(Shipments, 374 packages; stock, 400 peculs).			
Isinglass, unaltered; no buyers.			
Mushrooms—None.			
Sharkfins. Small stock—for inferior quality	11 0		
Cuttle-fish.—Stock, 100 peculs ..	6 50	,,	7 50
Prawns.—None.			
Best Seaweed, per pecul	1 50	,,	2 0
(Shipments, 302 packages; stock, 300 peculs).			
Bocurio.—Stock, 150 peculs ..	3 0		
Ginseng.—Stock large. Per catty, nominal	1 0	,,	6 50
Saltpetre.—Stock, 500 peculs—per pecul	8 25	,,	10 0
Vegetable Wax and Camphor.—None.			
Cassia Verd.—Small stock — per pecul	7 50		
Vermicelli.—Stock, 100 peculs—per pecul	2 50		
Arrowroot, per pecul	4 50	,,	7 0
(Shipments to Lima, 106 boxes; stock, 250 peculs).			

In Yeddo the stock of most articles is always ample, and is brought down here whenever a demand springs up.

Imports.

As explained in the commencement of this Report, the trade in cottons and woollens is overdone; stocks are becoming larger and larger through continued supplies, and the natives evince little desire to buy. I quote—

	$ cts.		$ cts.
Grey Shirtings, per piece, $5½ to $6; and $2¼ to $2½; Do. per piece, $6½ to $7; and $2 70 cents to $2 80 cents; Do. per piece, $2 90 cents to $3.			
White Shirting, per piece	3 25		
Chintzes, per piece	2 50	to	2 60
Camlets, per piece, S S	25 50	,,	26 0
,, ,, B B B	27 0	,,	27 50
Brown American Drills, per piece, nominal	3 70		
Coloured Brocades, per piece ..	3 90	,,	4 0
Plain Orleans, per piece	7 0		
Long Ells, HH, per piece, offered ..	11 0		
Velvets, per piece	8 50		
Spelter, sales reported at per pecul ..	9 0	,,	10 0
Lead, per pecul	9 0		
Siam Sapan Wood.—A good deal has been sold at, per pecul	3 28		

Rates of freight unaltered. Silk, per steamer, $4½. Little freights offering; prospects are, however, improving a little.

Mexican dollar, 250 itzibous per $100 dollars.

Exports.

December, 1860.

For want of a bank purchases can only be made against Mexican dollars, to be laid down here either in specie or saleable imports. Clean credits on London are unavailable; they have to be negotiated in Shanghae, and the dollars sent over here, which of course makes purchases dear. Some of the produce for sale, such as silk, tea, copper, &c., &c., consist generally, when in large lots, of two or three different qualities, and the holders do not allow any picking, except at prices above the market rates.

Gold.—The trade in it, based at the time upon the disproportion of Japanese gold to silver, was near its expiration when the year opened. The most abundant coins the hoking robang, could only be bought at 8 to 8½ Japanese silver itzibous; within a very short time it went up to 9 itzibous, leaving hardly any profit to the exporter, and ceased to be altogether a mercantile commodity. In February, when the native Government, tired with being drained of their gold, raised the value of the coin to 12 itzibous (originally it was 4 itzibous), all existing kinds of robangs and obangs shared alike in proportion, and a new gold coin, called as well a robang, but equal in weight to its value in silver, viz., 4 itzibous, was issued. Thus terminated the exportation of gold, without any chance of future resuscitation.

Silk.—The best kinds of Japanese silk, say, Maibashi, Ida, and Oshio No. 1, exceed Istatbu No. 1, in fineness of thread, and have fetched upwards of 30*s.* per lb. in London, and more. These qualities are, however, not so abundant as might be generally supposed, and are seldom to be met with in one lot alone. The Japanese do not as yet know how to select silk, and fully aware as they are that foreigners will buy inferior classes for the sake of getting the better ones, bring their lots to market composed of from fine to inferior, they make an average price for such a mixed lot, and do not sell the better kinds alone. This obstinacy is very inconvenient, and usually makes all silk dear, but everybody has to submit to it, as long as the competition for the fine kinds lasts. It is, I am told, from the scarcity of No. 1 and No. 2 Istatbu in China, that this eagerness to buy has arisen, which, together with the fall of the dollar, has driven up the article to frequently unremunerative prices, and instilled the Japanese with the belief that foreigners can afford to pay almost anything for it. Under such circumstances it is not expected that the best Maibashi or Ida will go much below $500 per pecul, equal to 23*s.* 6*d.* per lb. laid down in London, taking charges from here to Shanghae at 10 per cent., and exchange 6*s.* 6*d.* per tael. In spite of large purchases by foreigners and Osaca people, the market is generally well stocked,—a proof that the country is exceedingly productive of silk.

Of the various kinds for sale, Maibashi was the most abundant, and Ida the most rare. The selection has been very poor sometimes, especially from April to August, on account of continued rain, which kept the supplies away, and even lately it has not been very satisfactory, and good lots find buyers immediately at top rates. Influenced by the events described above, No. 1 Maibashi and Ida were worth accordingly in January, 13 to 13½ itzibous per catty; in April, $520 to $530 per pecul; in June, $490 to $500; in December, $520 to $525. I quote different kinds now:—Inferior quality of Maibashi, in hanks, $450 to $470; inferior quality of Ida, in hanks, $460 to $480; Oshio, No. 1, nominal, $500 to $510; Sodai, best, $480; Coshio, inferior quality to a more inferior, $350 to $430; Itchiding and Mino, inferior qualities to more inferior qualities, $350 to $420. Stock, 320 peculs, mostly Maibashi and Ida; quality inferior; demand and supply good; export, 7,775 bales since 1st of July last, 1860.

Silk Piece Goods—formerly in good demand for America, have ceased to be so now, the rapid advance in the price of raw silk has affected the one of manufactures, and made them too dear for exportation on a large scale. Plain coloured silks and checks were worth in pieces of 22 yards 3 to 18 inches by 27 inches width in January 1860, 11 to 12 itzibous, and cost now $6.

Japanese Tea is of a darkish green leaf and only once fired. When offered for sale for shipment to England and America it is necessary to have it refired in China, as it cannot be done at this place, although two firms have refiring establishments here, but they are private, and cannot be used by other people; it is, however, very probable that next year the Japanese will bring a good deal of tea to the market in a manufactured form.

What I said above with regard to mixed lots refers to tea as well. Throughout, the market has been well supplied, and a fair stock remains still in the country; it is even easier now to buy large parcels at a time than it was six months ago. Exporters look for heavy supplies next year. Finest tea cost in January 1860, 50 to 53 itzibous per pecul; in June, $25 to $27; in December, $28. I now quote ordinary and common tea—$2½ to $4; good common tea, $7 to $10; fair tea to a better quality, $12 to $16; good tea to fine tea, $18 to $24; superfine tea, per pecul, $28. Demand and supply are good; settlements since July last about 50,000 packages; part of which has been refired on the spot; shipments, 33,916 packages for the last six months.

Copper.—Japan is very productive of copper, and is supposed to be almost the best in the world; the exportation of ore, and the raw material being prohibited, this metal can only be sent out of the country in a manufactured state, and is therefore usually wrought into wire, plate, nails, and bolts, &c. It has been much neglected, on account of the disturbances in China, and because its quality was not sufficiently known in other parts of the world. The supplies have always been very good. The demand of late was small, but steady; the ruling prices were, in January, for wire, $26 to $27; plates, $25 to $26; nails, &c., per pecul, $17 to $18; stock, 1,400 peculs, mostly wire and plates.

Rapeseed Oil.—In January, 12 to 13 itzibous; March, $4 to $5; June, $3 40 cents to $3 60 cents; December, per pecul, $6 70 cents to $6 80 cents; stock, 200 tubs.

Fish Oil.—In January, 9 to 10 itzibous; March, $3 to $4; June, $2 80 cents to $3; December, per pecul, $2 50 cents to $2 60 cents; stock, none.

Rapeseed.—In January, itzibous, $5 to $6; March, $2 10 cents to $2 20 cents; June, $1 70 cents to $1 80 cents.

The foregoing three articles are usually abundant; but the last year the crop of rapeseed has been so short and bad, that in some instances the natives have rebought oil from foreigners at high rates. Quotations are high at present, and not likely to become lower before the next crop of rapeseed comes in; almost no transactions take place now, and the shipments of oil made since the 1st of October must have been contracted several months ago.

The following articles have been of secondary interest during the year:—

Iron.—In bars, abundant in Japan; January, 9 itzibous; April, $3 75 cents to $4; June, $2 50 cents to $2 75 cents; December, $3 50 cents per pecul; no demand; stock, 50 peculs.

Beans and *Peas* abundant in Japan. January, 41 itzibous; June, $130 to $140; December, $180 to $200 per 100 peculs; in demand for the supply of the transports in port; large shipments in March to Hong Kong, and in August to the Peiho, for the allied fleet; stock, 150 peculs.

Flour.—Abundant in Japan; January, 5 itzibous; June, $1 60 cents; December, $2 20 cents; stock, 530 peculs; shipments as above.

Gall-nuts.—Abundant in Japan; January, 16 itzibous; March, 23 itzibous; June, $6 to $6½; December, $6½ to $7 per pecul; little demand.

Isinglass.—In quills; abundant in Japan; January, 70 itzibous; June, $25 to $26; December, $28 per pecul; no demand; stock small.

Sharkfins.—Abundant in Japan; June, $13; December, $11 to $11½, for inferior quality; no demand, stock small.

Mushrooms.—Abundant in summer; January, 70 to 75 itzibous; June, $20 to $22 per pecul; December, none in the market.

Cut Seaweed.—Abundant in Japan; January, 10 to 11 itzibous; March, 15 to 16 itzibous; June, $2 to $2½; December, $3½ to $4 per pecul; stock, 400 peculs.

Striped Seaweed.—Abundant in Japan; in moderate demand at present at $1½ per pecul.

Bocurio.—Abundant in Japan; no demand; price, $3 per pecul; nominal stock, 150 peculs.

Ginseng.—Moderately abundant in Japan; $1 to $7 per catty; very little demand; stock, 32 peculs.

Arrowroot.—Moderately abundant in Japan; January, 12 itzibous; December, $5½ to $6 per pecul; no demand; stock, 180 peculs.

Vermicelli.—Moderately abundant in Japan; $3 nominal; no demand; stock small.

Saltpetre.—Moderately abundant in Japan; January, 12 to 15 itzibous; June, $6; December, $8 to $9 per pecul; stock, 500 peculs; little demand.

Vegetable Wax.—Abundant at Nagasaki, and every year increasing at this port; it is but moderately abundant, and there is now no stock; prices ranged from $10 to $14 per pecul.

Camphor.—Very scarce; no stock; prices in June from $20 to $22 per pecul.

Cassia Verd.—Abundant in Japan; June, $3 to $4; December, $6 to $7½ per pecul; no demand; stock small.

The stocks of the preceding articles of produce are heavy in Yeddo and the interior.

Imports.

The business done in them was at first, and is to a certain extent even now experimental; the rates realised have varied so greatly that it is impossible to give quotations for different periods, and I therefore subjoin merely the prices of the day. Cottons and woollens re looking up.

Grey Shirtings.—39 to 40 yards, 5½ to 6 catties; $2 55 cents to $2 75 cents per piece. Several sales have taken place at these rates; also the same article, from 39 to 40 yards, 6½ to 7 catties, $2 85 cents to $2 95 cents per piece. T cloth, 24 to 32 yards, $1 80 cents to $2 per piece (nominal); no demand.

White Shirtings.—36 to 40 yards, per piece, $2 50 cents to $3 (nominal); no demand.

Coloured Brocades.—36 to 40 yards, per piece, $4 to $4 35 cents; green, yellow, and black the best colours for the market.

Velvets.—22 to 30 yards, per piece, $6 to $7; no demand; blue and purple the best colours.

Chintzes.—20 to 28 yards, per piece, $2 60 cents to $3; little inquired for; small yellow flowers on a red ground the best pattern. Turkey red, 20 to 28 yards, per piece, $3 65 cents to $3 95 cents; also not much inquired after.

Camlets.—31 to 56 yards, S S, per piece, $24 to $25; B B B, per piece, $26; in good demand; dark blue, purple, and orange the best colours; B B B, in August per piece, $35; S S, per piece, $32.

Long Ells.—24 to 30 yards, H H, per piece, $8 1 cent; no demand.

Lastings.—Entirely unsaleable.

Cotton Yarn.—In great demand, but there are no imports of it.

Siam Sapan Wood.—Per pecul, $3 30 cents; very few sales.

Manilla Sapan Wood.—No sales.

Spelter.—In moderate demand; per pecul, $9 to 9½; in July it fetched $12 per pecul.

Brown American Drills.—Per piece of 4 yards by 30 inches, $3 60 cents to $3 70 cents. Some small quantities have been sold.

Furniture, Handkerchiefs, Damasks, Dutch manufactures, Chinese Medicines, &c., have sold sometimes, but at very irregular prices.

Excepting men-of-war, and Government transports, this port has been visited by 98 merchant vessels, amounting to 37,614 tons, and 7 steamers—3,123 tons. The last freights paid were to Shanghae, per each vessel, $2½ per pecul for silk; $5 per ton measurement for tea, 40*s.* per pecul dead weight; per steamer, silk, per pecul, $3; for tea, per ton of 40 cubic feet measurement, $6. For Hong Kong, silk, per pecul, $3, $6 per ton of 40 cubic feet; 50*s.* per pecul, dead weight. For San Francisco, $15 per ton measurement. For London, 7*l.* 10*s.*; 5*l.* 10*s.* for tea.

NAGASAKI.

General Report by Mr. Morrison, British Consul at Nagasakai, on the Trade of that Port for the year 1860.

The year 1860 has witnessed considerable progress in the trade of Nagasakai, and in the position of foreigners at the port. The anticipations of the previous year, entertained with diffidence, have been fully realized, and the present condition of things affords many grounds for satisfaction. This is especially the case in view of the fact that the principal proportion of last year's export trade was with the port of Shanghae in articles of Chinese consumption, a commerce which for the last nine months of the year has been almost entirely suspended owing to the troubled state of China.

This circumstance has materially interfered with the amount of British shipping engaged in trade with this port, the Chinese themselves having given great employment to British vessels, while the light cargoes of articles sent to Shanghae required considerable tonnage to carry.

Thus, the return of shipping for the whole of 1860 shows scarcely more tonnage employed in the trade during the year than during the seven months from June to December of 1859.

The comparison is subjoined, therefore, simply as a record of fact, not as any evidence of the trade, of which during the past year the Chinese have had a much less proportion.

	Entered.			
	With Cargo.	Tons.	In Ballast.	Tons.
1859....	39	13,009	20	8,995
1860....	41	14,770	16	5,805
	Cleared.			
1859....	43	17,371	9	3,673
1860....	55	19,784	..	..

As regards the particulars of the trade itself, though every effort has been made by the United States Consul and myself to obtain the details from the Customhouse, we have not yet been succesful, owing to the want of method, dilatoriness, and procrastination o those officials; but I have set on foot a plan which may yet be effectual unless their spirit of obstructiveness should again prevail. For the moment, I find them willing to afford me the necessary facilities, if the disposition would only last.

Nevertheless, general results are sufficiently patent to be relied on, and they show a decided advance. It is not to be pretended that the trade is in itself large, where there are only a few merchants settled, but, for the number, it is very satisfactory in its state and inclination, especially considering how slowly everthing works in Japan and in the Japanese mind, and how unwilling the authorities of the country are to expedite affairs and facilitate intercourse, and, moreover, that we are only in the second year of our intercourse with the country.

It is gratifying, therefore, to know that the import trade has steadily improved, and that British cotton and woollen manufactures are in demand, becoming known and liked throughout the country, particularly what are denominated cotton cloths, which have been largely bought.

[I have had another occasion of furnishing the Bradford Chamber of Commerce with information in detail which should assist them in the required manufacture for this market].

The minor import, trade in "Straits' produce" continues much the same as before, excepting that the import of Sapan Wood has declined, the market having last year been glutted. The occasion for this was the great profit at first obtained, as the article now sold by the cwt. used to be weighed out by the ounce, before the operation of treaties brought competition to regulate sale price with cost value, which was not formerly the standard. The value of such trade has of course only such connection with the United Kingdom as it provides disposal for the produce of her dependencies, employs shipping, enriches individuals, and encourages generally the spirit of enterprise and trade; and thus, one may say, benefits the country without resulting in a directly visible influence on the national exchequer.

As regards the export trade, we have yet had no fair opportunity of testing the capabilities of the country. I imagine we are still only gleaning a surplus, not testing the resources; nevertheless progress is very apparent.

The troubles in China, however, as already stated, have much interfered with the trade, excepting in such articles as eventually find their way to Europe or America, the increase in which is very satisfactory: besides the shipments to Shanghae for transhipment, four vessels, of 1,868 tons, have been dispatched direct to England with cargoes of tea, silk, wax, camphor, gall-nuts, &c. Rapeseed is also procurable in abundance, and samples have been shipped for home. Tea, however, is likely to be the staple of export from Nagasaki. The anticipations of its quality and suitability for export were not at all exaggerated, and the

Japanese are learning to prepare and pack it. The English Custom-house will of course show most accurately the quantities, but it has been estimated that not less than 2,000,000 pounds* have been sent to England alone. There is fair ground to expect the export of this article will become important.

Some silk has been sent hence; but the producing districts are nearer to Kanagawa. There is no doubt that the country can produce large quantities.

For the latter half of the year the currency, an important feature in commerce—in Japan particularly—has been left to regulate itself, the period having arrived when the Japanese Government were relieved of their liability to exchange coin weight for weight. That arrangement, while it existed, was a fertile source of discussion and difficulty. I have always held that the currency left to itself, the value of coins and the cost of commodities would adjust themselves. Such has proved to be the case, and the Mexican dollar now passes freely in trade at its market value, from $2\frac{25}{100}$ to $2\frac{50}{100}$ itzibous,—$3\frac{10}{100}$ being its intrinsic value, "weight for weight.' The requirement that the Government should receive it at the latter rate in payment of duties is important, and has no doubt improved its value, for I cannot find that they have of their own accord done anything to facilitate its currency.

I cannot avoid expressing my opinion that many evils and difficulties would be avoided could this "treaty right" be waived on the opening of the other ports.

Though the interference of Government in the private transactions of merchants cannot be said to have altogether ceased, it is carried on to an extent much less pernicious than formerly. This and other evils of local administration I have constantly worked to remove, and I am glad to say not without success.

The administration of justice, where Japanese are the offenders, civilly and criminally, has been a subject requiring my constant attention, the entire neglect of it being a source of just complaint. The result of my remonstrances and endeavours has been much greater activity in prevention and punishment of offences, and the establishment of rules of practice which I am disposed to hope will work well.

At the date of my last Report much loss and risk had been incurred by the insecurity of storage for merchandize. This evil has now ceased to exist; sufficient space for immediate requirements has been obtained and allotted to applicants, and secure warehouses are in course of erection.

Nagasaki is so well situated as a harbour of resort or call that I have done all in my power to establish a dock for the repair of shipping, for which there is every convenience. The result has been that the local authorities have undertaken to construct one, and my efforts are now directed to expedite the undertaking, and to establish suitable regulations for its management when completed. As a winter harbour it can hardly be surpassed; the Russian authorities seem fully alive to its advantages. It has been the winter station for several of their vessels of war, which have, further, found means of being repaired. They have also a general hospital for their fleet on shore. In this respect the port is most favourable, the climate proving well suited to the European constitution. All nations alike find facilities in obtaining coal, of which, with reasonable notice, abundant supplies can be obtained. It is only purchased in trade as ballast, its quality not being such as to insure it a ready sale, and the price charged for it being exorbitant. British ships of war and transports for the China Expedition obtained 10,000 tons without difficulty, and arrangements have been made always to have 2,000 tons at the service of Her Majesty's ships.

A Return showing the Movements of British Shipping which arrived at and departed from the Port of Nagasaki during the year ending 31st December, 1860.

	ENTERED.		CLEARED.	
	No. of Ships.	Tonnage.	No. of Ships.	Tonnage.
Ports of Japan— (Kanagawa and Hakodadi)	6	3,323	8	3,595
Ports of China— (Shanghae, Hong Kong, Amoy, &c.	51	17,252	43	14,321
Ports of England	..	..	4	1,868
Total	57	20,575	55	19,784

29 transports, of 25,588 tons, employed during the expedition to China, visited the port during the year.

There is no carrying trade in foreign vessels in Japan. Ships clearing out for the other ports, carry either part of their original cargo, or go in ballast—"seeking."

The greater portion of cargo destined for Europe and the United States is sent to Shanghae and Hong Kong for transhipment, &c.

A Return showing the Number and Tonnage of all Foreign Merchant Vessels visiting Nagasaki during the year ending 31st December, 1860.

Flag.	ENTERED.					
	In Ballast.		With Cargo.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
British ..	16	5,805	41	14,770	57	20,575
America ..	19	8,072	16	6,190	35	14,262
French ..	2	1,019	..	..	2	1,019
Russian ..	1	190	3	573	4	763
Dutch ..	5	1,655	5	1,223	10	2,878
Total ..	43	16,721	65	22,756	108	39,497
	CLEARED.					
British ..	..	..	55	19,784	55	19,784
American ..	15	5,753	20	8,509	35	14,262
French ..	1	612	1	407	2	1,019
Russian ..	1	190	3	573	3	763
Dutch ..	..	..	10	2,878	10	2,878
Total ..	17	6,555	89	32,151	105	38,706

Included in the above Return are 1 Russian, 1 French, and 12 American whalers, which visited the port during the year.

29 transports, of 25,588 tons are not included in the above Return.

Summary by Mr. Morrison, British Consul at Nagasaki, of the Trade between Japan and Shanghae, &c., during the year 1860.

			£	s.	d.
Total value of Exports from Japan to Shanghae, Shanghae taels, 2,772,173, at 6*s*. 6¼*d*.			= 903,843	18	1
Add estimated difference between the actual and the given value of Tea exported, say 163,000, at 6*s*. 6¼*d*.			= 53,144	15	10
Total			£956,988	13	11
Shipment from Nagasaki direct to England, consisting of chiefly—					
Vegetable Wax	$180,000	241,000			
Silk, say ..	25,000				
Rapeseed ..	15,000				
Tea, Gall-nuts, &c.,&c.	21,000				
To Hong Kong—					
Chiefly Salt Fish, Cuttle, Dried Oyster, Biche de Mare, Shrimps, Cockles; also Mushrooms, Isinglass, Flour, Peas, Wax, and Seaweed		222,760			
		*$463,760 =	£115,940	0	0
Total			£1,072,928	13	11

* At 5*s*.

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* As a question merely of revenue the duty on this amount of tea will, one would think, solve the doubt whether intercourse with Japan is worth the cost.

Imports from Japan into Shanghae from 1st January to 31st December, 1860.

Description of Goods.	Quantity.			Value.	
		Piculs	Catts	Taels.	Cts.
Arrow Root ..	..	436	65½	1,091	625
Beans	..	249	00	273	900
Bricks, Fire pieces	1,000	..		3	000
Camphor	..	7	80	58	500
Cassia	..	326	25	1,631	250
Chestnuts	..	86	98	260	940
Cloves	..	172	00	1,892	000
Coir	..	2,492	79	8,724	765
Copper	..	471	39	7,542	240
„ Cash, pieces	93,869,900	..		61,954	134
„ Nails ..	..	31	00	558	000
„ Ware ..	..	116	21	2,091	780
„ Wire ..	..	15	00	300	000
„ Mirrors, piec	5	..		10	000
Cottons, plain „	15,427	..		5,398	450
„ printed „	66,427	..		27,899	340
Grapes .. „	349	..		1,047	000
Fans .. „	800	..		8	000
Fish Roe	..	13	70	41	100
Flannel .. pieces	200	..		2,000	000
Flax	..	3	00	6	000
Flour	..	1,524	43	1,829	316
Fungus	..	15	95	191	400
Gold Leaf packages	7	..		..	
Grass Cloth pieces	3,909	..		3,127	200
Iron manufactured..	..	6,880	63	13,761	260
„ unmanufactured	..	7,343	22	11,014	830
„ Sand	..	137	40	68	700
Isinglass	..	1,507	09	30,141	800
Japan Root.. ..	..	4,517	98	13,553	940
Lacquered Ware pkgs	1,367	..		1,367	000
Lead	..	42	19	201	950
Linen .. pieces	1,448	..		1,448	000
Molasses	..	11	50	23	000
Moss	..	3	00	9	000
Muslin .. pieces	44	..		11	000
Oil, Fish	..	2,286	00	13,716	000
„ Japan	..	39,660	83	138,812	905
„ Nut	..	..	50	1	500
„ Seed	..	4,325	90	17,303	600
Paper	..	379	20	3,792	000
„ Oil	..	20	10	160	800
Peas	..	13 268	92	14,595	812
Rags	..	321	00	321	000
Rose Leaves ..	..	3	85	3	850
Samshoo	..	33	20	66	400
Silkpiece Goods, piec.	34,689	..		86,722	500
Silk, Raw	..	5,551	32	2,109,501	600
„ Waste.. ..	..	4	20	126	000
„ Cocoons ..	..	206	00	1,442	000
„ Thread ..	..	3	15	1,417	500
Soy, Japan	..	1,123	38	3,370	140
Straw Boxes pieces	100	..		200	000
Swans' Down „	429	..		1,000	000
Tea	..	32,433	32	162,166	600
Towels .. pieces	4,453	..		1,113	250
Toys, Japan, packages	51	..		510	000
Verdigris	..	2	00	20	000
Wax	..	2,073	12	13,475	280
„ Bees	..	1	53	22	950
„ White ..	..	266	30	1,864	100
Varnish	..	44	90	898	00
	Total value—taels ..			2,772,173	200

YOKOHAMA.

Report by Captain Howard Vyse, British Acting-Consul at Yokohama, on the Trade of that Port during the year 1860.

I BEG to submit the following remarks upon the importance of a place which but eighteen months ago was little more than a dismal swamp, entirely unknown to the world. So recently opened to commerce, its activity and present advancement are striking proofs of the vast, but as yet only partly developed resources of this country. As it is, however, it is pleasing to see the results the first year exhibits, and this in spite of covert restrictions upon commerce, the deteriorated currency of the Mexican dollar, and the unfortunate rebellion in China. With regard to the currency: In all payments made to the Government, as for duties, &c., the dollar is taken at its proper value as agreed upon by treaty, viz., at the rate of 311 itzibous for $100; but in transactions with the native dealers it is otherwise, the foreign coin being from the first depreciated, and at one time at a very heavy discount. In January 1860 the market value of $100 was 280 itzibous; in June, 300; and went gradually down to 200 itzibous in September last. Since then the dollar has somewhat improved, being now from 240 to 245 itzibous per $100.

The consequence of this fluctuating depreciation was, that the native dealers demanded payment for their goods in itzibous, or, when none were to be had, in dollars, at a greater or less discount. As in the long run no foreigner was able to comply with this request to any large amount, and the dollar became a matter of speculation, Japanese sellers at last simplified transactions by putting the difference between itzibous and dollars on the prices of their goods, and quoting them only in the latter coin.

Owing to increased demand, and the continual fall of the dollar, the market opened in 1860 with a slight advance on the prices of the previous, but still low enough to show a fair profit on shipments of silk and tea to London, whilst most other articles were less favourably situated. Although the dollar went down to 240 itzibous per $100, and prices gradually kept up, business in general remained brisk until the beginning of April, when the news of the rebel movements in China, and the stoppage of trade at Shanghae reached this port. The effect was instantaneous. A large fall off in the exports from China being anticipated, an eager demand arose for silk and tea, and prices were soon forced up to a height never known before; on the other hand, purchases of articles for Chinese consumption were almost entirely suspended, and all the goods stored intended for Shanghae were shipped to Hong Kong. Shanghae itself, almost glutted with Japanese produce before, poured its stock into Hong Kong, Ningpo, and other Chinese ports, so that the former place especially became as well soon overstocked with supplies from two quarters, and entailed heavy loss on the owners of goods bought here in a rising market. This trade has remained dormant ever since, and begins now only to show some signs of a revival, as advices from Shanghae are of a more satisfactory nature. For silk and tea the demand continued good throughout the year.

With the exception of spelter, dye-woods, and a few medicines, the Japanese were not in the habit of buying imports to any considerable amount, until, through the stoppage of business at Shanghae, cottons and woollens were forced into this market.

Notwithstanding that supplies—much larger than the consumption of Japan at the time warranted—came constantly forward, most of them found eager buyers, and by degrees a regular business established itself, in which the sale of camlets, shirtings, chintzes, and American drills formed the main feature. The first arrivals went off at remunerative prices, greatly attributable to the desire of the natives to rid themselves of the falling dollar, which foreign merchants accepted for full. With few interruptions, the demand continued steady for some months, but being out of all proportion with the supplies, rates began to droop; and already in October the very dangerous system of making sales on credit was introduced on an extended scale, in order to diminish the stock with which the place became glutted. It was also evident by this time that the natives had overrated their wants, and the demand has therefore been limited ever since. There is, however, a better feeling prevailing of late amongst buyers and importers, who look for a further improvement in a degree as trade is resumed in China, and the Japanese New Year advances.

Judging from the experience the last nine months have taught, two important results may with safety be drawn from it, namely, 1st, that the Japanese are really in want of certain produce and manufactures superior to their own, or which they do not possess at all; and 2ndly, that they are able to pay remunerative prices for them, provided the export business flourishes; and taking these considerations as a base, there is no denying, that however small the import trade is at present, when compared to that of other countries in the East, it will augment from year to year, and become in due time a profitable branch of commerce with Japan.

With respect to exports, I entertain the same hope and with still more reason, when we recollect that at a port opened only a year and a half ago, in a country unaccustomed to trade with foreigners, such startling results have been produced as the annexed Tables and Returns present; I think we may rest satisfied with the first year, and hope well for the future.

The greatest drawbacks to a sound trade in this place are the low currency of the Mexican dollar, and the interference of the government in all commercial transactions, especially with the sale of produce, by regulating prices: the course of events may overcome the former, but the latter is not so easy to remedy, and I can only hope that a clearer insight into commerce will gradually be gained by the Japanese authorities, and induce them to adopt more liberal measures.

There are two things, which, could they be brought about, would, I am persuaded, greatly promote the commerce of this place, namely, the establishment of a bank for European and American credits, and secondly, the starting of a regular mail service between this and Shanghae, by way of Nagasaki.

This latter desideratum was at one time attempted to be supplied by the Peninsular and Oriental Steam Navigation Company. If we may believe rumour, the attempt to establish such a line is about to be resumed. Activity in shipping has only reigned as long as there was no lack of bulky articles for China; when their shipments ceased to be profitable, freights took a downward tendency, from which they are not likely to recover until the trade with China is restored to its former importance.

Of 103 merchant vessels, of 40,905 tons, which entered the port of Kanagawa during the year 1860, 52 were British vessels of 21,724 tons,—more than equal to the aggregate of American, Dutch, and French shipping. The total of import and export duties and shipping dues paid by American, Dutch, and French vessels, to the Japanese Government, during 1860, amounted to 24,000*l*., while that paid by British vessels alone during the same period amounted to 30,000*l*.

The total of the declared value of imports in British vessels during the past year was 133,000*l*, or considerably more than double the aggregate of the declared imports in American, Dutch, and French vessels, which amounted to only 65,000*l*. So, of a grand total of 824,000*l*. worth of declared exports, 432,000*l*. worth, or greatly more than one half, left in British vessels alone.

Although America presents peculiar facilities for a direct trade with Japan—seeing that passages from San Francisco to this port have been made in thirty-five days—yet the direct trade with Great Britain and British colonies has taken the lead, since fifteen vessels of all nationalities arrived from, and twenty-eight departed for London or Hong Kong, whereas American direct trade had but six arrivals and five departures, and Dutch only two direct arrivals and one departure.

The difficulty of obtaining reliable information regarding the trade at this port, during the latter part of 1859, and the great disproportion in the development of business during that period, and either half of 1860, render it hard to make any fair or useful comparison. On the whole, however, British interests have been on the advance, and everything tends to justify the conclusion that they will continue to hold a place of first importance at this port.

MEXICO.

TAMPICO.

Report by Mr. Jonson, British Consul at Tampico, on the Trade of that District.

THE State of Tamanlipas covers an area of 4,219 square leagues, with a population of 108,514 souls.

Its limits are the United States on the north (the boundary line being the Rio Bravo); on the north-west, the departments of Nueva Leon and Coahuila; on the west and south-west, San Luis Potosi; on the south, Vera Cruz; and on the east, the Gulf of Mexico.

Tampico, the seaport of the state, is situate about six miles from the mouth of the river, and lies sixty leagues N.N.W. of Vera Cruz, in lat. 20° 15′ 30″ N., long., 97° 52′ W.

The disadvantage under which it labours as a port, is the shifting bar at the mouth of the river, and the shallowness of the water on it, which is sometimes under eight, and seldom above fifteen feet.

But in spite of these obstacles to its growth as a port, and the promotion of trade, Tampico will not only retain its present position, but must eventually become of primary importance, from its proximity to several of the richest departments in the republic, both in mineral and agricultural productions.

At present its principal articles of export are dye woods, hides, istle or Mexican hemp, sarsaparilla, jalap, wool, goatskins, vanilla, and cattle; and of import—cottons, woollens, linens, silks, groceries, wines, spirits, &c., and all kinds of hardware, earthenware, china, glass, and furniture.

The respective amounts of these articles cannot be justly estimated, but the following Tables of Trade and Shipping for the five years ending the 31st of December, 1860, may be relied on as a correct statement of their aggregate value.

The exchange used in forming the following tables is the average rate of the year, viz., $5 per £ sterling.

GROSS RETURN of the Trade of Tampico for the Five years ending 31st December, 1860.

Years.	Imports.			Exports.		
	In British Vessels.	In Foreign Vessels.	Totals.	In British Vessels.	In Foreign Vessels.	Totals.
	£	£	£	£	£	£
1856	139,925	391,245	531,170	742,270	155,697	897,967
1857	104,296	214,898	319,194	845,410	160,510	1,005,920
1858	47,121	219,219	266,340	75,507	191,425	266,932
1859	2,854	249,753	252,607	299,862	78,005	377,867
1860	36,120	343,007	379,127	1,032,114	283,693	1,315,807
Total	£330,316	1,418,122	1,748,438	2,995,163	869,330	3,864,493

Gross Return of Shipping at the Port of Tampico for the Five Years ending 31st December, 1860.

Nationality.	Entered.									
	1856.		1857.		1858.		1859.		1860.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British..	8	792	10	1,062	5	467	3	491	3	367
Mexican	53	3,563	42	2,778	32	2,765	48	3,740	39	2,544
American (U.S.) ..	35	4,464	27	3,058	27	3,442	30	3,790	34	4,602
French	14	2,234	15	2,303	10	1,631	12	2,124	9	1,673
Sardinian	2	257	3	393	3	577	2	326	5	927
Spanish	7	1,112	7	1,581	1	347	3	781	..	..
Other Countries ..	6	754	4	684	6	911	7	858	6	727
Total	125	13,176	108	11,859	84	10,140	105	12,110	96	10,840
	Cleared.									
British..	7	750	10	1,062	5	467	2	173	3	367
Mexican	51	3,574	43	2,857	31	2,545	49	3,915	39	2,846
American (U.S.) ..	34	4,364	26	2,893	28	3,636	26	3,054	34	4,700
French..	15	2,406	15	2,302	9	1,476	11	1,963	9	1,673
Sardinian	2	257	2	291	3	577	3	528	5	927
Spanish	7	1,112	7	1,581	1	347	3	781	1	200
Other Countries ..	6	754	5	789	6	911	6	767	4	514
Total	122	13,217	108	11,775	83	9,959	100	11,181	95	11,227

NEW GRANADA.

PANAMA.

Report by Mr. Henderson, British Consul at Panama, on the Navigation, Trade, and Population of Panama.

The Port of Panama is actually but an open roadstead in the Bay or Gulf of Panama. In consequence of the great rise and fall of the tide (about twenty feet) ocean-going vessels can only approach within from one to two miles of the shore; the anchorage is, however, perfectly safe, storms being almost unknown on this part of the coast.

The English and American Steam Packet Companies, whose vessels are almost the only ones besides small coasting craft, which come to Panama, have their establishments on islands in the Bay, where their packets lie safely close to the shore, and communicate with Panama at the railway wharf by means of small steam tenders.

The population of the town of Panama is estimated at 12,000 inhabitants; that of the isthmus, which forms one of the eight states of the New Granadian Confederation is about 150,000.

The ports of the isthmus being all free ports, no Custom-house returns are made, and no statistics exist of the actual quantities or value of exports from the state, or of imports for consumption, as distinguished from produce and merchandise passing in transit across the isthmus to and from foreign countries, or the other states of the Confederation.

The industry of the isthmus is almost entirely limited to the breeding of cattle and growth of produce for home consumption. The only exports are a few hides, a small quantity of gold-dust, pearl shells, from the islands of that name in the Bay of Panama, and vegetable ivory, which is now collected in small quantities on the Atlantic Coast.

From the ports of the neighbouring state of Cauca, on the Pacific, some tobacco, bark, hides, and caoutchouc, are brought to Panama for re-exportation.

The imports for consumption are comparatively small. The principal transit trade at Panama is the transit traffic between ocean ports of foreign countries on the Atlantic and Pacific, conducted by Steam Navigation Companies and the railway across the isthmus. This trade is of little advantage to the state itself, no duties being imposed on it beyond a small local tax on Forwarding Agents, and the per-centage paid by the Railway Company being received by the Federal Government at Bogota.

The amount of traffic across the railway is shown for the year 1860 in the accompanying Table, obtained from the Railway Company's returns, which are the only source of information on the subject.

Traffic Statement of the Panama Railroad for the Year 1860.

Articles.		Westward.	Eastward.	Total.
Passengers	.. No.	19,236	12,115	31,351
Express goods	Cubic feet	22,210	1,282	23,492
Measurement goods	,, ,,	570,277	9,334	579,611
Weight goods	Pounds	12,265,204	9,165,526	21,430,730
Mails	,,	688,339	151,422	839,761
Baggage	,,	52,418	104,949	157,367
Coal	,,	39,487,478	146,720	39,634,198
Lumber	.. Feet	953,278	4,928	958,206
Gunpowder	Barrels	22,871	74	22,945
Furniture	Cubic feet	6,145	109	6,254
Hides	.. No.	..	82,985	82,985
Pearl Shells	Pounds	..	883,420	883,420
Ice	,,	600,939	..	600,939
Treasure Gold	Dollars	..	39,443,981	39,443,981
,, Silver..	,,	..	11,376,951	11,376,951
,, Platina	,,	..	700	700
Jewellery.	,,	640,578	..	640,578
Quicksilver	Flasks	..	449	449
Silver Ore	Pounds	..	711,071	711,071
Copper Bars	,,	..	749,501	749,501
Metal and Amalgam	,,	..	750,531	750,531
Whale Oil	Gallons	..	820	820

The decrease in the number of passengers in 1860, as compared with 1859, was 15,000, and in the amount of treasure, 10,000,000 of dollars; but the average for each of the five years, from 1855 to 1859 only shows an excess of 2,500 passengers, and 1,500,000 of dollars over last year.

On the other hand, an increase of at least 12 per cent. has taken place in the quantity of merchandise crossing the isthmus in 1860, as compared with the yearly average during the preceding four years.

The majority of the passengers, and about two-thirds of the treasure shown in the Table above were conveyed between New York and California, while about four-fifths of the merchandise (principally British) and of the produce were conveyed between Europe and South and Central America.

The trade flowing across the isthmus is maintained on the Atlantic with Colon (or Aspinwall), by the Royal Mail Packets from Southampton and the West Indies twice a month, by a line of steamers from Liverpool once a month, by a line of American Packets from New York three times a month, and by occasional sailing vessels from the above and other Atlantic ports. The railways from Colon to Panama connects these lines of communication with the English Steam Navigation Company's Packets from Panama to all the ports on the south-west coast of America twice a month, with the American Mail Company's packets to California and the west coast of Mexico three times a month, with a line of steamers belonging to the railway company to the western ports of Central America twice a month.

Besides these vessels, a number of small sailing crafts arrive at Panama from South and Central American ports on the Pacific; but ships coming round Cape Horn rarely visit Panama, only three vessels having arrived during the year with coals for the Steam Company's vessels.

Land communication is extremely difficult, and in the wet season almost impracticable on the isthmus, in consequence of the want of roads; the small amount of the interior trade and the facility of water communication, however, prevent that inconvenience from being severely felt. The fluctuations in exchange at Panama are very slight; the current dollar is invariably valued at four shillings, but a small and varying premium is generally given in addition for bills on England. A premium of from 1 to 1½ per cent. is also given for English sovereigns, and of from 3 to 5 per cent. for American gold.

The accompanying Tables show the movement of shipping at Panama, during the year 1860.

The navigation being principally maintained by steam packets, which arrive and sail at stated times; no difference worthy of notice exists between the tonnage of 1860 from that of previous years.

The coasting trade is open to foreign flags, but employs a very small amount of tonnage.

Return of British Shipping at the Port of Panama in the Year 1860.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

ENTERED.							CLEARED.						
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Number of Vessels			Total Tonnage,			Total Number of Crews.
With Cargoes.	In Ballast.	Total	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total	
2	...	2	1,347	...	1,347	37	1	...	1	277	...	277	12

Indirect or Carrying Trade in British Vessels from and to other Colonies.

ENTERED.								CLEARED.							
Countries whence arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Countries. to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total	
Peru	25	...	25	25,964	...	25,964	1,395	Peru	24	1	25	25,664	1,070	26,734	1,390
Equator... ...	7	1	8	3,500	150	3,650	225	Equator	8	1	9	4,250	194	4,444	264

Return of British and Foreign Ships at the Port of Panama in the Year 1860.

Nationality of Vessels.	ENTERED.									CLEARED.								
	With Cargoes.			In Ballast.			Total.			With Cargoes,			In Ballast.			Total.		
	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.	Vessels	Tons.	Crews.
British	34	30,811	1,642	1	150	15	35	30,961	1,657	32	29,914	1,620	3	1,541	46	35	31,455	1,666
New Granadian ...	4	380	27	1	10	5	5	390	32	2	155	15	1	300	12	3	455	27
Spanish	2	400	20	...	2,739	...	2	400	20	...	...	...	2	400	20	2	400	20
America (U. S.) ...	62	81,196	3,616	2	...	69	64	83,935	3,685	60	82,057	3,686	6	3,395	102	66	85,452	3,788
Peruvian	8	880	59	3	230	18	11	1,118	77	2	50	18	6	1,038	50	8	1,088	68
Equatorian	3	295	22	...	...	...	3	295	22	1	120	8	1	50	6	2	170	14
San Salvatorian ...	1	150	7	...	...	...	1	150	7	...	...	...	1	150	7	1	150	7
Total	114	114,120	5,393	7	3,129	107	121	117,249	5,500	97	122,296	5,347	20	6,874	243	117	119,170	5,590

Return of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Panama in the Year 1860.

Nationality of Vessels.	ENTERED.						CLEARED.					
	Direct Trade.		Indirect or Carrying Trade.		Total.		Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Granadian	5	390	..	..	5	390	3	455	..	..	3	455
Spanish	..	..	2	400	2	400	..	..	2	400	2	400
American (United States)	41	66,987	23	16,948	64	83,935	38	65,205	28	20,247	66	85,452
Peruvian	5	483	6	635	11	1,118	4	478	4	610	8	1,088
Equatorian	3	295	..	..	3	295	2	170	..	..	2	170
San Salvatorian	..	..	1	150	1	150	..	..	1	150	1	150
Total	54	68,155	32	18,133	86	86,288	47	66,308	35	21,407	82	87,715

Return of Shipping of each Nation employed in the Coasting Trade at the Port of Panama in the Year 1860.

Nationality of Vessels.	ENTERED.			CLEARED.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Of the Nation to which the Port belongs..	50	2,031	291	51	1,169	290
British	2	388	23	1	194	13
Peruvian	4	450	32	1	25	7
Total	56	2,869	346	53	1,388	310

PERU.

ISLAY.

Report by Mr Wilthew, British Consul at Islay, on the Trade, &c., of that Port during the year 1860.

Nothing of particular importance has occurred in this Consular District during the past year. Fortunately tranquility has reigned in the country during that period, to which may be attributed some revival in commerce, and a more healthy state of the market; payments for the purchase of goods having been made with more punctuality.

Wool, the raw material which forms the principal article of export from this district, has been plentiful, and a considerable quantity of cascarilla has likewise been exported. A new feature in the exportation of this latter article has been, that it has been forwarded both to England and France, *viâ* Southampton and Havre, by the steamers of the Pacific Steam Navigation Company, and those of the Royal Mail Steam Packet Company, instead of round the Horn as formerly. The high price of quinines in Europe having been sufficient to remunerate the exporters for the higher rate of freight, as compared with sailing-vessels, and for the transport by railroad across the Isthmus of Panama; and I have no doubt that when the companies are able to reduce still more the rate of freight, other produce, such as copper and tin, in bars and bags, &c., will be forwarded by the same route from this coast.

The imports during the past year have been considerably more than those of the previous year, owing in a great measure, I presume, to the loss of the British ship called the "Anne Baker," bound with a valuable cargo to Arica and this port, which circumstance I mentioned in my last report. The exports have been somewhat less.

The total amount of trade and navigation at this port for each of the last five years stands as follows:—

Imports.					Exports.				
1856.	1857.	1858.	1859.	1860.	1856.	1857.	1858.	1859.	1860.
£ 392,724	£ 402,142	£ 258,125	£ 253,012	£ 448,291	£ 401,786	£ 294,036	£ 432,737	£ 336,839	£ 316,204

Vessels.

Arrived.					Cleared.				
1856.	1857.	1858.	1859.	1860.	1856.	1857.	1858.	1859.	1860.
No. 60	No. 62	No. 50	No. 49	No. 46	No. 60	No. 52	No. 50	No. 48	No. 45
Tons. 19,060	Tons. 22,372	Tons. 20,071	Tons. 19,612	Tons. 17,066	Tons. 19,060	Tons. 22,372	Tons. 20,071	Tons. 19,139	Tons. 16,670

The mole has been repaired and somewhat enlarged; the repairs are still going on, and when finished it will be greatly improved in respect to its original state.

The necessaries of life have considerably increased in price in this Consular district, owing to the system of recruiting going on continually, there not being sufficient hands left to cultivate the soil, and also because some landed proprietors find it more profitable to cultivate the soil for the maintenance of beasts of burthen, a greater number of these being required as commerce revives for the transport of merchandize.

PORTUGAL.

Report by Mr. Smith, British Consul at Lisbon, on the Trade of the Ports of London, St. Ubes, &c., during the year 1860.

The total number of British vessels which entered the ports of Lisbon, St. Ubes, Sines, Villa Nova de Portimão, Faro, Lagos, and Villa Real de St. Antonio, during the year 1860, exclusive of mail-steamers, vessels putting in for supplies and in distress, was 563, and their total tonnage 98,942, showing an increase of 9 vessels and 2,495 tons as compared with the previous year.

Of the 293 vessels which entered the port of Lisbon 120 brought general cargoes, 84 coal, 26 fish, 42 iron and railway materials, 5 butter, 4 wheat, 4 patent fuel, 1 rye, 1 timber, 1 sugar, 1 staves, and 17 ballast.

The number of vessels which put into this port for coal and other supplies, including mail-steamers and those putting in for repairs, which are not included in the foregoing Returns, amount to 148.

The declared value of all goods entered at the Lisbon Custom-house during the last financial year, which amounts to 2,410,170*l.*, shows an increase of 382,995*l.* compared with the former year.

The amount of Custom-house receipts on all imports for the year ending the 30th June last, was 562,774*l.*, which, compared with the amount collected for the previous year, shows an increase of 3,803*l.*

Several modifications were made in August last, and in February this year, in the Custom-house Tariff on various articles, but as far as regards the staple articles of our imports, such as cottons, woollens, and codfish, no considerable alteration has taken place; the declared value being in the year 1858–59:—

	£
On Cottons	489,039
Woollens	116,686
Cod-fish	48,852

In 1859–60:—

	£
On Cottons	459,638
Woollens	111,964
Cod-fish	55,670

On this latter article the duty continues stationary at about 60 per cent.

The gradual decrease in the value of British manufactured cottons imported into Lisbon is mainly attributable to a certain description of goods which are prepared at a printing manufactory recently established in the vicinity of Lisbon. The bleached cottons imported into that establishment from England, after being printed and finished, are, to a considerable extent, sent across the frontier into Spain for consumption. It is estimated there are about 400,000 pieces of these printed cottons so disposed of annually.

PRUSSIA.

KŒNIGSBERG.

Report by Mr. Hertslet, British Consul at Kœnigsberg, on the Trade and Commerce of that Port for the year 1860.

Notwithstanding the political disquietude, the commerce and trade of Kœnigsberg in 1860, was very considerable; the good harvest of 1859 and large supplies from Russia and Poland, added to its activity.

Shipping.—Arrivals and departures in and from Pillau in 1860, 2,059 ships, with 113,698 lasts; 2,052 ships, with 115,314 in 1859; 1,574 ships, with 97,412 lasts; 1,603 ships, with 98,425 lasts; besides which one vessel of war arrived and three departed.

These figures are the largest since the year 1784, when the largest arrivals took place, viz., 1,964 ships. The nationalities were as follows:—

Flags.	Arrivals.		Departures.	
	1860.	1859.	1860.	1859.
Prussian	637	601	638	618
Danish	635	355	628	359
British	154	154	157	156
Dutch	187	167	188	168
Hanoverian	191	92	191	93
Norwegian	180	133	179	135
Russian	11	4	11	3
Swedish	22	35	22	36
Mecklenburgh	7	13	7	13
Oldenburgh	10	7	10	7
Rostock	4	4	4	5
Hamburgh	14	4	15	4
Lubeck	5	3	5	3
French	3	2	3	2

Navigation at Kœnigsberg was opened on the 8th of April, and closed on the 3rd of December; 534 vessels arrived in ballast, and 10 departed in ballast.

Freights were better than for some years past, and ship-owners realised profits.

Railway Traffic at the station, Kœnigsberg, has increased; the weight of the goods forwarded during the last three years was as follows:—

	1860.	1859.	1858.
	Cwt.	Cwt.	Cwt.
Arrived	1,010,648	583,806	572,000
Departed	413,425	277,036	281,376

Corn and Grain.—The export has been in—

	1860.	1859.
	Quarters.	Quarters.
Wheat	237,048	208,120
Rye	398,216	358,953
Barley	48,303	21,670
Oats	119,910	20,464
Peas	61,635	29,090
Beans	10,500	7,800
Tares	23,436	13,850
Linseed	74,938	48,741
Rapeseed	19,288	20,732
	993,274	729,420

Of these quantities 350,000 quarters in 1860, and 288,000 in 1859, came from Russia and Poland.

The harvest of the year 1860 furnished large quantities of corn, straw, and hay, but not of potatoes; the quality and condition of the corn is very variable, as is usually the case in rainy years. The trade in grain has been larger than it has ever been before; the fluctuations in price were not considerable.

Wheat.—The prices ruled as follows:—

	Per lb.			
	s.	d.	s.	d.
March 31st	41	10 to	48	10
June 30th	46	6 „	47	10
September 30th	39	0 „	60	0
December 31st	48	4 „	62	10

according to weight and quality.

Flax.—The crop in East Prussia, was little more than the half of the preceding year, and the quality below the average. In Russia the crop and quality was better, and larger supplies than usual came from thence. The export by sea was in 1860, 45,860 cwt,; in 1859, 19,626 cwt., and a good deal went to Germany by railway. The price was 43*s.* 6*d.* to 46*s.* 6*d.* per centner for white flax, and remained pretty stationary.

Hemp.—The total supply was about 73,000 cwt., of which about 19,000 were exported by sea and railway. Prices varied much according to quality.

Tallow.—The trade in this article was very inconsiderable, and the price of about 53*s.* per cwt., excluded importation from Russia.

Oil and Oilcakes.—Rape oil was worth 33*s.* per cwt. in the beginning of the year, and after some fluctuations closed at 36*s.* per cwt. Linseed oil has not been much produced on account of the lowering of the import duty from 4*s.* 6*d.* to 1*s.* 6*d.* per cwt. The manufacturers are threatened with a deterioration of their property; prices at the close of the year were 30*s.* to 31*s.* 6*d.* per cwt. Oilcakes were much required for England, and 100,607 cwt. were exported; prices varied between 6*s.* 6*d.* to 7*s.* per cwt. Rape cakes are only bought by the farmers, and rose from 4*s.* to 5*s.*

Hides, Cattle.—There was no importation from Russia this year. Prices for Prussian hides were, for ox hides, 19*s.* 6*d.* to 31*s.* 6*d.*; cow hides 13*s.* 6*d.* to 18*s.*; horse hides were in good demand, and fetched 7*s.* 6*d.* to 9*s.* a-piece.

Calf Skins were in good demand; the business done was 130,000 of Prussian, and 15,000 of Russian. Prices varied between 300*s.* and 420*s.* per 100 pieces.

Fine Sheep Skins were in good demand; lower qualities, however, neglected. About 160,000 pieces changed hands.

Rags.—The transit business did not pay this year. Prices were expected to rise on account of the abolition of the paper duty in Great Britain, and as this event did not take place the English manufacturers could not afford to pay the higher prices. Shipped for Great Britain, 15,737 cwt.; in all, 35,579 cwt.; against 27,382 cwt. in 1859.

Bones.—Business was insignificant. Shipped to Great Britain, 9,511 cwt.; in all, 24,073 cwt.

Bristles.—Imports from Russia and Poland were of a smaller amount than in 1859, because some of the holders took them directly to Leipsic, hoping to obtain better prices, in which, however, they were disappointed. There was much demand for Great Britain and America, but imports failed in the end of the year. Prices were for bracked bristles, for shoemakers, 3*s.* 9*d.* to 5*s.*; for crown, 1*s.* 4*d.* to 2*s.* 3*d.*; for brack, 6*d.*, per lb.

Horse Hair.—In spite of the lively demand there was no business worth mentioning. Good qualities came only from the province of Prussia; Russian hair was very inferior. Stocks at the end of the year were insignificant. Prices were from 63*s.* to 135*s.*, according to quality.

Feathers.—Business in this article is going away entirely from Kœnigsberg. The orders could not be executed.

Wood.—In general there was little doing; only in sleepers trade is improving, though the river duties taken equally from the dearest and cheapest quality of wood are a great hindrance. This duty being only ⅓ per cent. on timber, amount to 3 per cent. on sleepers, which generally takes away all the profit. Prices have risen 10 per cent. since 1859, on account of the reduction of the duty in Great Britain, chiefly for white fir wood.

Wool.—Trade in the first five months was quite languid. Later in the year wool was worth 141*s.* to 186*s.* per cwt. Russian and Polish wool does not stop any more at Kœnigsberg since the opening of the Kœnigsberg Eydtkuhnen railway, but goes through to Breslau and Berlin.

Manufactured Goods.—The "en gros" business could not recover from its unfavourable condition, but the "en detail" business was very favourable, particularly since the opening of the Eydtukhnen railway.

Colonial Goods.—Business took its regular course. The consequence of the insufficient potatoe crop, rice went up in price; consumers hope that the high import duty of 3*s.* per cwt. will be lowered. Business with Russia has been made easier by the abolition of certain formalities.

Tea.—Business was prevented by too high prices.

Spirit of Wine.—The transactions were insignificant in the first half of the year, but very important in the last six months. Prices varied from 48*s.* 6*d.* to 70*s.* per hogshead of 8,000 tralles.

Herrings.—The import amounted to 105,450 brls., against 74,850 brls. in 1859. This number leaves the till then highest import of 1844, viz., 85,675, a good deal behind it. Out of these 105,450 brls., there were—

77,300	barrels	Norwegian spring herrings.
9,550	,,	do. fat do.
14,490	,,	do. Scotch herrings.
4,110	,,	do. Pomeranian do.

45,820 brls. went to Russia in transit. Stocks at the end of the year were about 10,000 brls. Price varied from 10 Hamburg mark banco to 12¾.

Iron.—Consumption has increased in consequence of the reduced prices. Pig and raw iron were imported in 1860, 101,798 cwt.; in 1859, 61,914 cwt. Besides there were imported—

	Hammered Iron.	Cast Iron.	In all.
	Cwt.	Cwt.	Cwt.
From the Zollverein ..	38,057	4,481	42,359
From other Countries ..	16,697	5,858	22,555

Importation amounted to—

	1860.	1859.	1858.	1857.
From the Zollverein ..	42,559	39,735	28,428	26,612
From other Countries..	22,555	8,126	10,141	18,440

Of rails there were imported in—

	1860.	1859.
	Cwt.	Cwt.
From the Zollverein	19,475	200,458
From other Countries	57,217	323,643
	76,692	524,101
Forwarded to Russia ..	104,620	280,213

It must be deeply lamented that the importation of iron from Sweden is almost entirely prevented by the high duties of 1*s.* to 7*s.* 6*d.* per cwt.; since the Royal Order of June 14, 1844, farmers and manufacturers have suffered to enrich a few owners of ironworks.

Salt.—A monopoly of the Government import for the Royal Stores was, in 1860, 5,908 tons; in 1859, 8,716 tons: transit to Russia, in 1860, 13,872 tons; in 1852, 980 tons.

Coals.—Imported in 1860, 33,210 tons; in 1859, 32,179 tons.

Guano.—Imported in 1860, 657 tons; in 1859, 939 tons.

Linen manufacture in the province of Prussia is rapidly decreasing, and prices are almost too high for exportation.

Bills and Funds.—Business in bills of exchange was not of such importance as might have been expected from the large exportation of this place; the reason is that shipments of grain for the Rhenish provinces of Prussia have all been reimbursed through the Royal Prussian Bank. Business in funds and bullion was of no importance.

Carrying Trade to Russia was rather lively in colonial wares. Sugar, however, did not come so much as last year, the Russian houses being frightened by the cost of the transport from Pillau to here, and by the difficulties of the Custom-house at Pillau, and had their goods sent to Prussia through Memel. Manufactured wares were not much forwarded to Russia until the Eydtkuhnen railway was opened when some consignments took place from France and the Rhine, thus passing through the town.

Sugar Refineries.—All these establishments were in a precarious state on account of the high import duty on raw sugar. Some alteration is almost absolutely necessary.

The Iron Foundries were sufficiently employed by furnishing all sorts of iron works for the Eydtkuhnen Railway.

Flour Mills—Steam.—There are now five of them; their business is much deranged by the Octroi system.

Oil Manufactories worked only on rapeseed.

The other Manufactories worked in tobacco, grinding chalk, plaster of Paris, and bones, wool, tapestry, pianofortes, candles, beer, and porter, and all did very well, increasing their business. Pianos were sought after for Russia and Poland and even for America.

A new steam-dredging machine and a new lifeboat have been acquired; the latter in England. Improvements have been made in the moloes at Pillau. The lighthouse at Pillau and at Bruesterort are in the best condition.

The corporation of merchants have petitioned for a steam-dredging machine to clear the rivers to Russia. The treaties that gave origin to the Zollverein are in force till 1864-5. The corporation of merchants at Kœnigsberg hope that then the trade by sea will be more considered than it was before: "Those particular niceties, and the exactness asked for by the custom-officers on declaring at the frontiers, may be practicable for the land trade, but are an absolute hindrance for that by sea."

The corporation of merchants are very thankful for the abolition of the transit duties, and hope that the import duties on grain, and the export duties on wool, rags, and bones, may be done away with, all the seduties being of so very little importance for the finances of the country. There is still no Custom pratique at the railway station, a want which causes immense troubles. The corporation flatter themselves that their wish will soon be complied with. They hope in the like manner that the time-tables of the "Royal Eastern Railway" (Kœnigsberg Berlin) will be altered, being very unfavourable for mercantile correspondence; they further hope that a lowering of the postage and telegraph charges, and an alteration of the laws relating to fire insurance will soon take place. They express their thanks for the opening of the Eydtkuhnen railway, and for the expressed intention of the Government to conclude a commercial and shipping treaty with France.

The corporation mention that the Eydtkuhnen railway cannot be called finished without a railway to Pillau, the importance of which is acknowledged on all sides.

STETTIN.

Report by Mr. Blackwell, British Consul at Stettin, on the Trade of that Port in the year 1860.

This report is drawn up on the same plan as my former reports, under the general heads—Shipping, Imports and Exports, and Industrial Establishments, and the Statistical Tables have been carefully compiled from the Customs' Returns, the Report of the Corporation of Merchants, and other available sources.

Shipping.

Table 1.—Number, Tonnage, &c., of British Vessels arrived at Stettin and Swinemünde in 1859 and 1860.

Arrived at	1859			1860			Being in 1860 compared with 1859			
							Increase		Decrease	
	No. of Vessels	Tonnage	Number of Crews exclusive of Master	No. of Vessels	Tonnage	Number of Crews exclusive of Master	Tons	Per cent.	Tons	Per cent.
Stettin—										
Steamers	94	31,090	1,597	86	33,568	1,549	2,478	7·97	..	..
Sailing vessels..	185	19,031	916	175	18,070	850	..	..	961	5·05
Total	279	50,121	2,513	261	51,638	2,390	1,517	3·02	..	..
Swinemünde—										
Steamers	3	1,190	51	..	..	..	..	..	..	..
Sailing vessels..	113	25,097	864	118	25,856	882	..	..	..	..
Total .. :	116	26,287	915	118	25,856	882	..	..	431	1·64
Grand Total	395	76,408	3,428	379	77,494	3,281	1,086	1·03	..	..

Left Stettin in Ballast in 1859 .. 47 vessels, 8,299 tons, or 16·56 per cent. of the total tonnage entered.
1860 .. 35 „ 11,124 „ 21·54 „ „
All the British vessels that arrived at Swinemünde left that port in Ballast.

Table 2.—Number, Tonnage, &c., of British Vessels arrived at Stettin and Swinemünde in 1860, classed according to their Tonnage.

Rates	Stettin						Swinemünde			Total		
	Steamers			Sailing Vessels								
	No. of Vessels	Tonnage	No. of Crews*	No. of Vessels	Tonnage	No. of Crews*	No. of Vessels	Tonnage	No. of Crews*	No. of Vessels	Tonnage	No. of Crews*
Under 50 tons	..	..	..	17	647	52	..	..	..	17	647	52
50 and under 100 tons ..	..	..	..	86	6,863	362	1	90	4	87	6,953	366
100 „ 150 „ ..	..	..	..	42	4,830	228	6	768	32	48	5,598	260
150 „ 200 „ ..	..	..	..	17	2,947	113	32	5,740	207	49	8,687	320
200 „ 250 „ ..	2	463	32	13	2,783	95	55	12,379	412	70	15,625	539
250 „ 300 „ ..	4	1,040	71	..	..	..	19	5,258	174	23	6,298	245
300 „ 350 „ ..	21	6,930	336	..	..	..	5	1,621	53	26	8,551	389
350 „ 400 „ ..	18	6,544	328	..	..	..	..	..	..	18	6,544	328
400 „ 450 „ ..	20	8,485	380	..	..	..	..	..	..	20	8,485	380
450 „ 500 „ ..	16	7,447	309	..	..	..	..	..	..	16	7,447	309
500 „ 550 „ ..	4	2,100	73	..	..	..	..	..	..	4	2,100	73
550 „ 600 „ ..	1	559	20	..	..	..	..	..	..	1	559	20
Total	86	33,568	1,549	175	18,07	850	118	25,856	882	379	77,494	3,281
Average of tonnage ..	390·32			103·25			219·12			204·47		

* Exclusive of Masters.

TABLE 3.—Nationality of the Crews of British Vessels arrived at Stettin and Swinemünde in 1860.

Nationality.	Number of Men.		
	Stettin	Swinemünde	Total
British Subjects—			
English	1,152	757	1,809
Welsh	77	2	82
Scotch	1,026	162	1,188
Irish	35	22	57
Natives of the Channel Islands.. ..	18	1	19
" " Isle of Man	13	..	13
" " Colonies	..	4	4
Total..	2,321	851	3,172
Foreigners—	78	31	109
Total..	2,395	882	3,281

Number of Vessels, 379. Number of Crews (exclusive of Masters), 3,281.

TABLE 4.—Number and Tonnage, in Prussian Lasts, of all Sea-going Vessels, except Mail Steamers, Littoral Passenger Steamers, and Coasting Craft, entered at Swinemünde in 1859 and 1860.

Nationality of Vessels.	1859.		1860.		Being in 1860 compared with 1859.			
					Increase.		Decrease.	
	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.	Lasts.	Per cent.	Lasts.	Per cent.
British	395	52,649	379	53,078	429	·81	..	..
Prussian	1,171	129,159	1,058	115,104	..	..	14,055	10·88
German States	124	12,208	170	14,774	2,566	21·02	..	..
Swedish and Norwegian	168	9,331	134	6,547	..	..	2,784	29·83
Danish	216	8,757	140	5,088	..	..	3,669	41·89
Dutch	85	7,112	72	6,440	..	..	672	9·44
Russian	35	2,976	21	2,322	..	..	654	21·97
Other Countries	8	566	26	2,239	1,673	295·58	..	..
Total	2,202	222,758	2,000	205,592	..	..	17,166	7·07

Of the Vessels entered at Swinemünde there arrived at Stettin—

1859.		1860.		Being in 1860 compared with 1859.			
				Increase.		Decrease.	
No. of Vessels.	Lasts.	No. of Vessels.	Lasts.	Lasts.	Per cent.	Lasts.	Per cent.
1,830	154,062	1,646	148,898	..	..	5,164	3·35

TABLE 5.—Number and Tonnage in Prussian Lasts of Vessels of all descriptions, except River and Littoral Passenger Steamers, Entered and Cleared at Stettin in 1859 and 1860.

Years.			ENTERED.									
			Sea-going Vessels				Coasting Vessels, and Vessels navigating the Inland Waters (Haff, &c.)		River Craft		Total	
			Merchant Vessels		Mail Steamers							
			No. of Vessels	Lasts	No. of Vessels	Lasts	No. of Vessels	Lasts	No. of Vessels	Lasts	No. of Vessels	Lasts
1859			1,830	154,062	114	36,033	2,779	34,282	7,635	183,299	12,358	407,676
1860			1,646	148,898	113	34,842	2,592	32,266	8,073	251,136	12,424	467,142
Being in 1860 compared with 1859.. ..	Increase	Lasts ..	..	..	..	..	..	..	..	67,837	..	59,466
		Per cent..	..	..	..	..	..	..	..	37·	..	14·58
	Decrease	Lasts ..	..	5,164	..	1,191	..	2,016	..	..	..	..
		Per cent..	..	3·35	..	3·3	..	5·88	..	..	..	..
			CLEARED									
1859			1,843	155,146	115	36,323	2,803	34,485	7,591	181,231	12,352	407,185
1860			1,674	155,925	113	34,842	2,621	32,971	8,016	249,483	12,424	473,221
Being in 1861 compared with 1859.. ..	Increase	Lasts ..	..	779	..	..	..	..	..	68,252	..	66,036
		Per cent..	..	·5	..	..	..	..	..	37·66	..	16·21
	Decrease	Lasts ..	..	..	..	1,418	..	1,514	..	..	..	..
		Per cent..	..	..	..	4·07	..	4·39	..	..	..	..

TABLE 6.—Prussian Mercantile Marine on January 1st, 1861, Tonnage in Prussian Lasts.

Ports or Places to which the Vessels belong.	Steamers.				Sailing Vessels.				Total January 1st, 1861.		Total January 1st, 1860.		Being in 1860.	
	Sea-going.		River Steamers. and Steam Tugs.		Sea-going above 40 Lasts.		Coasting under 40 Lasts.						Increase.	Decrease.
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Lasts.	Lasts.
Province of Prussia—														
Dantzig ..	3	537	9	254	109	29,232	3	44	124	30,067	127	29,441	626	..
Memel ..	..	..	5	213	80	17,887	3	40	88	18,140	93	18,412	..	272
Königsberg	3	251	7	159	20	3,618	..	..	30	4,028	30	4,024	4	..
Elbing ..	1	86	7	148	6	1,382	1	16	18	1,632	16	1,660	..	28
Pillau. ..	..	..	..	..	8	1,351	3	52	11	1,403	7	961	442	..
Braunsberg	..	..	..	..	2	273	..	..	2	273	3	403	..	130
Total ..	7	874	28	774	225	53,743	10	152	270	55,543	276	54,901	642	..
Province of Pomerania—														
Stettin ..	14	1,805	25	773	146	24,577	7	149	192	27,304	196	28,793	..	1,489
Barth ..	..	..	1	15	122	18,910	81	1,290	204	20,215	198	19,679	536	..
Stralsund..	1	92	..	..	136	18,123	9	278	146	18,493	149	18,956	..	463
Uckermünde	..	..	..	..	46	7,994	..	..	57	7,503	48	8,108	..	114
Greifswald.	..	..	..	..	46	7,246	11	257	46	7,994	55	7,301	202	..
Swinemünde	..	..	..	..	43	6,874	17	296	60	7,170	62	7,185	..	15
Wolgast ..	1	163	1	32	37	5,158	12	252	51	5,605	50	5,392	233	..
Kolberg ..	..	..	..	..	22	3,970	26	358	40	3,585	46	4,670	..	342
Rügenwalde	..	..	..	..	21	3,280	19	305	41	2,826	39	3,364	221	..
Stolp and Stolpemünde..	..	..	..	..	15	2,350	26	476	18	1,662	44	2,978	..	152
Anklam ..	..	..	1	42	11	1,513	6	107	48	4,328	19	1,421	241	..
Köslin ..	..	..	..	..	1	191	4	62	5	253	7	511	..	258
Ten Ports on the Haff*..	..	..	2	48	9	1,410	58	1,008	69	2,466	71	2,444	22	..
Isle of Rügen ..	..	..	..	..	17	814	55	1,517	72	2,331	68	2,241	90	..
Total ..	16	2,060	30	910	672	102,410	331	6,355	1,049	111,735	1,052	113,023	..	1,288
Duisburg (Rhine)	..	..	..	..	3	1,713	..	..	3	1,713	3	1,713	..	..
Berlin and Potsdam	1	431	..	..	1	183	..	..	2	614	3	924	..	310
Lauban (Silesia)..	..	..	..	..	1	328	..	..	1	328	1	328	..	..
Bromberg (Posen)	..	..	3	83	..	..	..	..	3	57	3	83	..	..
Total 1861 ..	24	3,365	61	1,767	902	158,377	341	6,507	1,328	170,016	1,338	170,972	..	956
Total 1860 ..	26	3,739	60	1,763	914	158,923	338	6,547	1,338	170,972	..	..	..	..
Increase..	..	..	..	4	..	..	..	..	..	..	..	..	..	..
Decrease..	..	374	..	..	..	546	..	40	..	956	..	..	..	..

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* Viz.:—Demmin, Ziegenort, Wollin, Kammin, Stepnitz, Altwarf, Neuwarf, Jasenitz, Pölitz, and Usedom,

The preceding table 6 and the following table 7 have been compiled from the Annual List of the Prussian Mercantile Marine, published by the Stettin Insurance Companies.

The tonnage is given in Prussian (new) lasts: 1 last is equal to 1.96841438 tons avoirdupois; the *measured* or shipping last being, however, about 1½ register ton, on an average 1.455 register tons.

In the total tonnage of vessels in the Prussian Mercantile Service (Table 7) there is a slight decrease (56 per cent.) In the tonnage of sea-going steamers a decrease of 10 per cent. Stettin (Table 6) shows a decrease of 1,489 lasts, or 5.17 per cent.

TABLE 7.—SUMMARY of the preceding Table 6, showing the Number, Description, with the Horse Power of the Steamers and Tonnage in Lasts, of the Vessels in the Prussian Mercantile Service on January 1st.

Description of Vessels.	1860.			1861.			Being in 1860			
							Increase.		Decrease.	
	Number of Vessels.	Horse Power of Steamers.	Lasts.	Number of Vessels.	Horse Power of Steamers.	Lasts.	Lasts.	Per cent.	Lasts.	Per cent.
Sea-going Screw Steamers ..	21	1,315	3,020	19	1,190	2,670	..	..	350	11·61
„ Paddle Steamers ..	5	320	719	5	575	695	..	..	24	3·35
Total	26	1,635	3,739	24	1,765	3,365	..	..	374	10·
„ Sailing Vessels ..	914	..	158,923	902	..	158,377	..	..	546	·34
Total	940	..	162,662	926	..	161,742	..	..	920	·56
River Steamers and Steam Tugs.	60	2,493	1,763	61	2,489	1,767	4	..	..	..
Coasting Craft under 40 Lasts ..	338	..	6,547	341	..	6,507	..	..	40	·61
Grand Total ..	1,338	..	170,972	1,328	..	170,016	..	..	956	·56

Imports and Exports.

The following Tables, compiled from the official Customs' Returns, are arranged as in my former Reports, the articles being classified as follows:—

I. Raw produce including articles prepared by mechanical or other means, from raw materials, for further elaboration, as yarns, leather, &c., No. 1 to 130, inclusive, viz.—

Mineral	1—35
Vegetable......................	36—101
Animal......................	102—128
Mixed and divers	129—130

II. Manufactures, 131 to 158, inclusive, viz :—

Mineral	131—142
Vegetable......................	143—152
Animal......................	153—155
Mixed and Divers	156—158

III. Miscellaneous articles, 159.

IV. Plate and jewellery, 160.

The goods are further classed, according to the manner in which they are rated, as follows:—

Goods rated by weight in German centals—*i. e.*, in centals of the German Customs' Union (Zollverein centner). 1 cental = 110·231172 lbs. avoirdupois, or 0·9842069 cwt.

Liquids rated by weight in centals; reduced to imperial gallons. Herrings rated by barrel.

Grain, &c., rated by Prussian scheffel; reduced to imperial quarters. 5·29064 scheffels = 1 quarter.

Goods rated numerically by piece (timber, millstones) or head (cattle).

Wood rated in Prussian cubic fathoms; the fathom being 6 feet long, 6 feet high, but the breadth varying, for firewood; on the average, 3½ feet; for lathwood, 4, 5, and 6 feet. So that a fathom of firewood is about an English cord of 126 cubic feet; a fathom of lath wood, on an average, about 180 cubic feet.

Bricks rated by last of 40 centals, or an average of about 630 bricks to the last.

With the exception of specie, to the amount of 26,750 dollars, exported in 1860, to Russia, which, as it may be regarded more as a remittance than an export, has been omitted, all the articles imported and exported in 1859 and 1860 are specified in the following Table:—

TABLE 8.—GENERAL STATEMENT showing the quantity of each Article Imported and Exported.

IMPORTS.

No. of Reference	Articles	Years		Difference in 1860	
		1859	1860	Increase	Decrease
	Goods rated by weight in German centals.				
2	Copper, crude	15,846	18,610	2,764	..
3	Vitriol	..	127	127	..
4	Lead, pig	5,785	1,364	..	4,421
5	Litharge	262	185	..	77
6	White lead	3,696	3,223	..	473
7	Red lead	518	243	..	275
8	Iron, pig and old	324,179	308,958	..	15,221
9	,, wrought	20,348	22,370	2,022	..
10	,, bar, &c.	80,723	93,435	12,712	..
11	Steel	6,876	12,587	5,711	..
12	Sheet Iron, Tin plates, &c.	9,019	7,602	..	1,417
13	Tin, in blocks	1,227	3,089	1,862	..
20	Ores	11,463	25,296	13,833	..
21	Soda	81,098	54,874	..	26,224
22	Potash	68,089	55,400	..	12,689
23	Saltpetre	24,277	3,149	..	21,128
24	Alum	653	1,037	384	..
25	Salt	38,382	8,536	..	29,846
26	Sulphur	33,609	42,409	8,800	..
27	Clay	9,709	8,832	..	877
28	Porcelain clay	5,259	187	..	5,072
29	Chalk	..	27,033	27,033	..
31	Cement	39,520	14,080	..	25,440
33	Fullers' earth	17,905	3,468	..	14,437
34	Grindstones	90,280	67,440	..	22,840
35b	Ice	57,280	..	..	57,280
36	Coals and Coke	1,868,084	2,113,326	245,242	..
39	Gums	1,927	2,256	329	..
40	Rosins	74,886	98,456	23,570	..
41	Turpentine	738	813	75	..
42	Tar	11,508	4,134	..	7,374
44	Dye woods	43,350	71,700	28,350	..
45	,, stuffs	6,180	9,599	3,419	..
47	Mahogany, &c.	948	3,114	2,166	..
50	Rattans	205	422	217	..
53	Teazels	311	63	..	248
55	Seeds, divers	12,289	5,383	..	6,906
56	,, oleaginous	101,022	91,875	..	9,147
57	Oil, olive	15,318	36,784	21,466	..
59	,, linseed	23,065	39,621	16,556	..
61	,, palm	87,846	72,662	..	15,184
62	,, divers	9,881	5,696	..	4,185
64	Essential oils	592	825	233	..
70	Flour, meal, &c.	382	333	..	49
78	Tobacco	2,366	1,972	..	394
79	Rice	111,091	147,899	36,808	..
80	Coffee	100,472	96,273	..	4,199
82	Tea	79	259	180	..
83	Spices	8,222	11,436	3,214	..
84	Hops	299	2,052	1,753	..
86	Molasses	10,414	20,694	10,280	..
87	Confectionery	263	352	89	..
88	Fruit { fresh	5,835	5,456	..	379
	preserved	1,888	2,817	929	..
90	Almonds	2,938	1,888	..	1,050
91	Raisins	4,696	10,173	5,477	..
92	Currants	3,088	661	..	2,427
93	Nuts	357	989	632	..
94	Flax, hemp, oakum	45,199	61,004	15,805	..
95	Junk	136	734	598	..
97	Linen yarn	11,786	7,338	..	4,448
98	Thread	118	296	178	..
100	Cotton	115,191	137,512	22,321	..
101	Cotton yarn	23,025	101,407	78,382	..
102	Silk, raw, dyed	180	157	..	23
103	Wool	6,664	8,847	2,183	..
104	Woollen yarn	285	1,303	1,018	..
105	Hair	995	2,896	1,901	..
106	Feathers	..	388	388	..
107	Hides	1,596	3,492	1,896	..
108	Leather	2,966	1,851	..	1,115
110	Peltry	1,425	2,902	1,477	..
115	Guano	24,867	35,132	10,265	..
116	Lard	598	..	..	598
117	Grease	4,642	5,542	900	..
118	Train oil	29,793	36,124	6,331	..
119	Tallow	3,921	6,670	2,749	..
122	Honey	4,906	3,258	..	1,648
123	Butter	82	..	..	82
124	Cheese	976	668	..	308
125	Fish, dried	7,029	12,544	5,515	..
129	Chemical produce	2,810	3,863	1,053	..
130	Raw produce, divers	4,374	8,240	3,866	..
132	Copper and brass wares	1,024	724	..	300

General Statement showing the total quantity of each Article Imported or Exported—*continued.*

IMPORTS—*continued.*

No.	Articles.	1859	1860	Increase	Decrease
133	Rails, for railways..	37,285	12.022	..	25,263
134	Anchors and chain cables	2,562	2,012	..	550
135	Iron wares { coarse	38,347	60,737	22,390	..
	fine	135	187	52	..
136	Hardware, cutlery, &c.	542	569	27	..
138	Coarse pottery	1,127	352	..	775
141	Glass	35	125	90	..
143	Wood wares	1,670	916	..	754
144	Mats	1,622	2,819	1,197	..
145	Carpeting	80	151	71	..
147	Paper..	381	175	..	206
148	Cordage	..	115	115	..
149	Sailcloth .. .. .. }	3,849	8,060	4,211	..
150	Packing Canvas .. .. }				
151	Linens .. .. .. }				
152	Manufactures, cotton.	2,778	5,139	2,361	..
153	,, woollen.	370	630	260	..
154	,, silk	93	137	44	..
155	,, leather..	44	84	40	..
156	,, divers	4,061	2,722	..	1,339
159	Miscellaneous articles	7,205	6,014	..	1,191
160	Plate and jewellery (value 320,480 dollars)	..	9·92	9·92	..
	Total .. { Centals	3,853,317	4,189,384·92	336,067·92	-
	Tons	189,621¾	206,159½	16,537¾	..
	Liquids rated by weight in German centals, reduced to imperial gallons.				
74	Wine	701,166	364,938	..	336,228
75	Vinegar	1,786	1,387	..	399
76	Spirits	73,216½	97,915½	24,699	..
77	Beer	23,668	23,014	..	954
	Total	800,136½	487,254½	..	312,882
	Herrings rated by barrel.				
126	Herrings	144,531	139,140	..	5,391
	Grain rated in Prussian scheffels, reduced to imperial quarters.				
65	Wheat.	122	4,948	4,826	..
66	Rye	35,858	1,037	..	34,821
67	Barley	21	23	2	..
68	Oats.	147,443	42	..	147,401
71–72	Peas and Beans	1,164	22	..	1,135
	Total Quarters	184,608	6,079	..	178,529
	Goods rated numerically by piece or head.				
34	Millstones	62	210	148	..
127	Cattle, sheep, horses	71	26	..	45
	Bricks rated by last, reduced to numbers.				
137	Bricks..	514,080	240,030	..	274,050

EXPORTS.

	Goods rated by weight in German centals.				
3	Vitriol	250	202	..	48
6	White lead	2,441	4,489	2,048	..
7	Red lead	—	356	356	..
9	Iron, wrought	1,922	2,509	587	..
11	Steel	377	..	..	377
12	Sheet iron, tin plates	231	181	..	50
14	Zinc, crude	212,402	329,820	117,418	..
15	,, rolled	24,818	47,011	22,193	..
18	Arsenic	2,634	1,174	..	1,460
19	Manganese	8,202	3,249	..	4,953
20	Ores	..	18,403	18,403	..
21	Soda	690	609	..	81
23	Saltpetre	37	423	386	..
29	Chalk	10,175	12,174	1,999	..
31	Cement	4,304	25,286	20,962	..
33	Fullers' earth	471	1,767	1,296	..
34*b*	Lithographic stones	1,226	716	..	510
40	Rosins	1,151	156	..	995
42	Tar	318	1,454	1,136	..
44	Dye woods	481	481	..	..
45	Dye stuff	..	474	474	..

General Statement showing the Total Quantity of each Article Imported and Exported—*continued.*

EXPORTS—*continued*

No.	Articles.	1859	1860	Increase	Decrease
52	Osiers	3,414	3,303	..	111
55	Seeds, divers	11,356	29,618	18,262	..
56	,, oleaginous	20,316	327,290	306,974	..
57	Oil, olive	410	1,551	1,141	..
59	,, linseed	..	1,969	1,969	..
60	,, rape	14,420	55,167	40,747	..
61	,, palm	359	189	..	170
63	Oil cakes	65,949	35,891	..	30,058
70	Flour, meal, &c.	15,068	105,409	90,341	..
78	Tobacco	1,389	3,111	1,722	..
79	Rice,	2,197	158	..	2,039
84	Hops	166	414	248	..
85	Sugar	2,147	40,382	38,235	..
86	Molasses.	21,336	91,155	69,819	..
87	Confectionery	164	252	88	..
88	Fruit, preserved	1,491	834	..	657
91	Raisins	1,289	793	..	..
94	Flax, hemp, &c.	..	535	536	496
97	Linen yarn.	166	342	176	..
99	Rags	3,158	15,635	12,477	..
100	Cotton	..	148	148	..
101	Cotton yarn	1,000	1,345	345	..
102	Silk, raw and dyed	330	533	203	..
103	Wool	3,917	4,092	175	1,354
104	Woollen yarn	1,923	569	..	..
107	Hides	..	124	124	12
108	Leather	287	275	..	807
110	Peltry	1,822	1,015	..	9,336
112	Bones	9,336	..	..	4,062
113	Bone, black	13,362	9,300	..	2,466
115	Prepared manures	4,876	2,410	..	..
117	Grease	125	422	297	..
118	Train oil	145	171	26	..
119	Tallow	2,418	505	..	..
120	Soap	..	117	117	1,913
123	Butter	..	454	454	..
124	Cheese	99	166	67	..
129	Chemical products	13,813	18,467	4,654	..
130	Raw produce, divers	7,259	13,602	6,343	..
132	Copper and brass wares	1,172	2,901	1,729	..
133	Rails, for railways	3,686	..	..	3,686
135	Iron wares { coarse	59,579	42,821	..	16,758
	fine	682	984	302	..
136	Hardware, cutlery, &c.	3,466	4,033	567	..
138	Coarse pottery	818	3,351	2,533	..
139	Earthenware	539	636	97	..
140	Porcelain	728	853	125	..
141	Glass	2,540	4,176	1,666	..
143	Wood wares	3,333	3,361	28	..
146	Oil-cloth	..	209	208	..
147	Paper	619	1,251	632	..
151	Linens	1,596	2,061	465	..
152	Manufactures, cotton	2,877	1,693	..	1,184
153	,, woollen	3,852	3,803	..	49
154	,, silk	1,632	1,245	..	387
155	,, leather	776	524	..	252
156	,, divers	1,926	2,252	326	..
157	Railway carriages	28,036	3,585	..	24,451
159	Miscellaneous articles	9,778	12,458	2,680	..
	Total .. { Centals	625,242	1,310,844	685,602	..
	Tons	30,768	64,506	33,738	...
	Liquids rated by weight in centals, reduced to imperial gallons.				
35	Mineral water	10,385	12,305	1,920	..
74	Wine	22,716	33,561	10,845	..
75	Vinegar	27,417	18.059½	..	2,357½
76	Spirits	882,787	1,016,954½	134,167½	..
77	Beer	1,016	936	..	80
	Total Gallons	944,321	1,018,816	137,495	..
	Herrings rated by barrel.				
	Herrings	5,573	2,388	..	3,190
	Grain rated by scheffels, reduced to imperial quarters.				
65	Wheat	151,320	321,871	170,551	..
66	Rye	25,115	17,937	..	7,178
67	Barley	69,985	102,539	32,554	..
68	Oats	1,118	10,258	9,140	..
69 { a	Buckwheat	346	80	..	266
b	Vetches	780	3,188	2,408	..
71	Peas	742	12,095	11,353	..
72	Beans	309	3,165	2,856	..
73	Potatoes	..	10,584	10,584	..
88	Fruit, fresh	688	720	32	..
	Total Quarters	250,403	482,437	232,034	..

General Statement showing the Total Quantity of each Article Imported and Exported.—*continued.*

EXPORTS—*continued.*

No.	Articles	1859	1860	Increase	Decrease
	Timber rated numerically by piece.				
48	Timber for building..	67,776	99,159	31,383	..
	,, ,, ship-building	41,861	66,526	24,665	..
	Masts..	686	334	..	352
	Sleepers	17,844	35,233	17,889	...
	Planks	57,535	33,226	..	24,309
	Boards	191,394	320,173	128,779	..
	Laths..	72,900	25,620	..	47,280
	Staves, pipe ..	128,220	62,520	..	65,700
	,, hogshead	36,060	64,080	28,020	..
	,, barrel	210,660	239,160	28,500	..
	Headings, long	33,960	34,500	540	..
	,, short	34,680	23,880	..	10,800
	Spokes	98,820	71,194	..	26,880
	Trenels	107,160	6,480	..	100,680
	Total Pieces..	1,099,556	1,082,831	..	16,725
	Goods rated numerically by piece.				
34	Millstones	..	485	485	..
	Wood rated in Prussian cubic fathoms.				
49	Lathwood	524	407	..	117
50	Firewood	44	27	..	17
	Total Fathoms..	568	434	..	134
	Bricks rated by last.				
137	Bricks	704,340	192,150	..	512,190

TABLE 9.—SPECIAL STATEMENT showing the Imports from, and Exports to, each Country.

1.—GREAT BRITAIN.

IMPORTS

No.	Articles	1860	1861	Increase	Decrease
	Goods rated in German rentals.				
2	Copper, crude	5,320	9,319	3,999	..
3	Vitriol	..	124	124	..
4	Lead, pig	4,284	..	..	4,284
5	Litharge	262	185	..	77
6	White lead	3,685	3,223	..	462
7	Red lead	512	243	..	269
8	Iron, pig and old	323,547	307,022	..	16,525
9	,, wrought	20,162	22,248	2,086	..
10	,, in bars &c.	40,453	38,664	...	1,789
11	Steel ..	6,861	12,086	5,225	..
12	Sheet iron, tin plates	8,834	6,508	..	2,326
13	Tin, in blocks	219	495	276	..
20	Ores ..	896	7,009	6,113	..
21	Soda ..	79,387	54,516	..	24,871
22	Potash	5,105	..	...	5,105
23	Saltpetre	2,064	2,091	27	..
24	Alum..	616	1,023	407	..
25	Salt ..	38,382	8,536	..	29,846
27	Clay ..	1,686	1,737	..	249
28	Porcelain clay	5,161	126	..	5,035
31	Cement	37,040	14,000	..	23,040
33	Fullers' earth	1,623	2,984	1,361	..
34	Grind & Whetstones	81,280	48,920	..	32,369
36	Coals and Coke	1,868,084	2,113,326	245,242	..
39	Gums..	1,249	1,820	571	..
40	Rosins	1,118	6,179	5,061	..
42	Tar and asphalt	9,583	3,197	..	6,386
44	Dye woods ..	4,154	6,107	1,953	..
45	,, stuffs	464	1,040	576	..
47	Mahogany	..	1,650	1,650	..
55	Seeds, divers..	11,295	3,703	..	7,592
56	,, oleaginous	13,483	..	..	13,483
57	Oil, olive	2	302	300	..
59	,, linseed	23,063	39,604	16,539	..
61	,, palm	78,043	68,011	..	10,332
62	,, divers	1,220	1,023	..	197
79	Rice ..	39,081	31,213	..	7,868
80	Coffee..	13,783	27,477	13,694	..
82	Tea ..	68	240	172	..
83	Spices	5,394	8,464	3,070	..
84	Hops..	332	85	..	14

Special Statement showing the Imports from and Exports to each Country—*continued.*

IMPORTS—*continued.*

No.	Articles.	1859.	1860.	Increase	Decrease
86	Molasses	8,746	15,051	6,305	..
90	Almonds	191	21	..	170
91	Raisins	1,223	9,619	8,396	..
92	Currants	..	355	355	..
94	Flax, oakum, &c.	1,736	1,479	..	257
97	Linen yarn	11,779	7,335	..	4,444
98	Thread	118	285	167	..
100	Cotton	115,191	130,551	15,360	..
101	,, yarn	23,025	101,395	78,370	..
103	Wool	98	179	81	..
104	Woollen yarn	285	1,303	1,018	..
107	Hides	410	1,241	831	..
115	Guano	24,293	28,264	3,971	..
117	Grease	93	57	..	36
118	Train oil	10,824	14,144	3,320	..
124	Cheese	12	22	10	..
129	Chemical products	2,594	3,001	407	..
130	Raw produce, divers	1,146	2,946	1,800	..
132	Copper and brass wares	1,012	674	..	338
133	Rails for railways	37,285	1,034	..	36,251
134	Anchors and chain cables	2,359	2,009	..	350
135	Iron wares { coarse	37 989	57,177	19,188	..
	Iron wares { fine	134	172	38	..
136	Hardware, cutlery &c	449	508	59	..
138	Coarse pottery	113	347	234	..
143	Wood wares	610	453	..	187
144	Mats	310	798	188	..
149	Sailcloth }	3,684	7,688	4,004	..
150	Packing canvas }				
151	Linens }				
152	Manufactures, cotton	2,735	5,122	2,387	..
153	,, woollen	365	610	245	..
156	,, divers	3,923	2,381	..	1,542
159	Miscellaneous arcteles	3,687	3,129	..	558
	Divers numbers in small quantities	433	813	380	..
	Total .. { Centals	3,034,879	3,254,663	219,784	..
	Total .. { Tons	149,346½	160,162	10,815¾	..
	Liquids rated by centals, reduced to imperial gallons.				
74	Wine	477	7,311	6,834	..
76	Spirits	10,241	14,554	4,313	..
77	Beer	23,896	22,608	..	1,288
	Total Gallons	34,614	44,473	9,859	..
	Herrings rated by barrels.				
126	Herrings	102,576	89,685	..	12,891
	Grain rated by scheffel, reduced to imperial quarters.				
65	Wheat	..	6	6	..
67	Barley	..	10	10	..
68	Oats	21	5	..	16
	Total Quarters	21	21	..	..
	Goods rated numerically by piece or head.				
34*b*	Millstones	11	72	61	..
127	Sheep, cattle &c.	27	15	..	12
	Bricks.				
137	Bricks, number of	514,080	214,200	..	299,880

EXPORTS.

	Goods rated in German centals.				
11	Steel	322	36	..	286
14	Zinc, crude	193,582	251,650	58,068	..
15	,, rolled, &c	5,535	10,943	5,408	..
65	Dye stuffs	..	381	381	..
52	Osiers	1,483	1,149	..	334
55	Seeds, divers	581	19,063	18,482	..
56	,, oleaginous.	15,362	135,052	119,690	..
58	Oil, rape	6,097	48,371	42,274	..
61	,, palm.	324	..	..	324
63	Oil-cakes	60,699	34,987	..	25,712
70	Flour, Meal	8,866	91,444	82,578	..
99	Rags	764	657	..	107
102	Silk, raw and dyed	..	57	57	..
103	Wool	..	2,005	3,005	..
112	Bones	9,336	..	..	9,336
113	Bone black	8,803	5,123	..	3,680

Special Statement showing the Imports from and Exports to each Country—*continued.*

EXPORTS—*continued.*

No.	Articles	1860	1861	Increase	Decrease.
	Prepared manures	687	..	..	68
115	Tallow	242	265	23	..
119	Butter	..	448	448	..
123	Raw produce, divers	1,097	1,357	260	..
130	Iron wares coarse	51	135	84	..
135	Iron wares fine	..	261	261	..
	Wood wares	..	155	155	..
143	Linens	31	23	..	8
151	Manfactures, divers	1	8	7	..
156	Miscellaneous articles	2,753	1,763	..	1,050
159	Divers numbers	2,322	1,182	..	1,140
	Total .. Centals	318,938	606,455	287,517	..
	Total .. Tons	15,695	29,843½	14,148½	..
	Liquids rated in centals, reduced to imperial gallons.				
74	Wine	9	153	144	..
75	Vinegar	560½	..	..	560½
76	Spirits	222,974½	136,619½	..	86,355
	Total Gallons	223,544	136,772½	..	86,771½
	Grain rated in scheffel, reduced to imperial quariers.				
65	Wheat	148,932	291,509	142,577	..
66	Rye	2,873	468	..	2,405
67	Barley	43,565	89,538	45,973	..
68	Oats	38	10,258	10,220	..
69*b*	Vetches	700	3,129	2,429	..
71	Peas	9	10,507	10,498	..
72	Beans	309	3,165	2,856	..
73	Potatoes	..	1,544	1,544	..
	Total Quarters	196,426	410,118	213,692	..
	Timber rated numerically by piece.				
48	Timber for building	37,758	49,082	11,324	..
	„ ship-building	24,433	34,796	10,798	..
	Masts	413	2	..	411
	Sleepers	17,844	26,951	9,107	..
	Planks	467	882	415	..
	Boards	820	4,654	3,834	..
	Staves, pipe	56,100	34,440	..	21,660
	„ hogshead	13,380	33,660	20,280	..
	„ barrel	132,420	150,900	18,480	..
	Headings, long	28,860	23,220	..	5,640
	„ short	17,820	16,740	..	1,080
	Trenels	47,280	2,040	..	45,240
	Total Pieces	377,195	377,367	172	..
	Wood rated in Prussian cubic fathoms.				
49	Lathwood	514	403	..	111

2.—GERMAN STATES (Hanover, Mecklenburg, Oldenburg, and the Hanse Towns).

IMPORTS.

No.	Articles	1860	1861	Increase	Decrease
	Goods rated by weight in centals.				
8	Iron, pig	408	1,502	1,094	..
9	„ wrought	121	93	..	28
10	„ bar	5,210	16,119	10,909	..
12	Sheet iron, tin plates	..	1,094	1,094	..
21	Soda	1,621	..	..	1,621
22	Potash	882	1,415	533	..
23	Saltpetre	17,022	1,058	..	15,964
27	Clay	2,041	1,668	..	373
31	Cement	2,480	..	..	2,480
34*b*	Grindstones	..	1,760	1,760	..
40	Rosins	66,338	74,646	8,308	..
42	Tar	1,287	..	..	1,287
44	Dye wood	23,570	26,259	2,689	..
45	„ stuffs	909	2,429	1,520	..
47	Mahogany, &c.	948	1,445	497	..
57	Oil, olive	5	53	30	..
61	„ palm	6,054	3,873	..	2,181
64	Essential oils	279	700	421	..
78	Tobacco	471	936	465	..
79	Rice	28,530	92,597	64,067	..

Special Statement showing the Imports from and Exports to each Country—*continued.*

IMPORTS—*continued.*

No.	Articles	1860	1861	Increase	Decrease
80	Coffee	13,663	18,076	4,413	..
83	Spices	2,622	2,466	..	156
86	Molasses	656	1,572	916	..
91	Raisins	..	251	251	..
92	Currants	547	..	..	547
100	Cotton	..	6,934	6,934	..
115	Prepared manures	509	6,212	5,703	..
116	Lard	236	..	..	236
118	Train oil	2,063	3,411	1,348	..
122	Honey	4,248	3,120	..	1,128
135	Iron wares	..	331	331	..
	Divers numbers in small quantities	3,649	2,062	..	1,587
	Total .. Centals	186,369	272,064	85,695	..
	Tons	9,171¼	13,388¼	4,217	..
	Liquids rated in centals, reduced to imperial gallons.				
74	Wine	8,151	10,935	2,784	..
76	Spirits	7,761½	..	7,533½	228
77	Beer	..	382	382	..
	Total Gallons	15,912½	18,850½	2,938	..
	Herrings rated in barrel.				
126	Herrings	1,204	304	..	900
	Goods rated numerically by piece.				
34	Millstones	2	9	7	..

EXPORTS.

	Goods rated by weight in centals.				
6	White lead	..	217	217	..
14	Zinc, crude	1,063	42,853	41,790	..
15	„ rolled, &c	11,515	25,200	13,685	..
42	Tar	..	1,056	1,056	..
56	Seeds, oleaginous	1,045	1,715	670	..
58–60	Oil, hemp and rape	2,106	989	..	1,117
70	Flour, meal, &c.	1,448	849	..	599
78	Tobacco	307	407	100	..
85	Sugar	790	2,809	2,019	..
86	Molasses	20,215	29,667	9,452	..
99	Rags	2,394	14,978	12,584	..
113	Bone, black	..	843	843	..
129	Chemical products	245	72	..	173
130	Raw produce, divers	180	1,082	902	..
138	Coarse pottery	..	75	75	..
147	Paper	176	136	..	40
	Divers numbers in small quantities	850	2,809	1,959	..
	Total .. Centals	42,334	125,757	83,423	..
	Tons	2,083¼	6,188	4,104¾	..
	Liquids rated in centals, reduced to imperial gallons.				
74	Wine	2,898	3,726	828	..
75	Vinegar	3,781	2,451	..	1,330
76	Spirits	56,829	51,366	..	5,463
	Total Gallons	63,508	57,543	..	5,965
	Herrings rated by barrel.				
126	Herrings	151	83	..	68
	Grain &c. rated in scheffel, reduced to imperial quarters.				
65	Wheat	47	..	..	47
66	Rye	11,518	219	..	11,299
67	Barley	2,866	609	..	2,257
71	Peas	44	..	..	44
73	Potatoes	..	177	177	..
	Total Quarters	14,475	1,005	..	13,470
	Timber rated numerically by piece.				
48	Timber for building	1,470	2,548	1,078	..
	„ ship-building	320	618	298	..
	Masts	..	32	32	..
	Sleepers	..	8,062	8,062	..
	Planks	526	..	..	526
	Boards	152	..	..	152
	Staves, pipe	120	36	240	..

Special Statement showing the Imports from and Exports to each Country—*continued.*

EXPORTS—*continued.*

No.	Articles.	1859	1860	1859	1860
48	Staves barrel	..	2,640	2,640	..
	Spokes	1,440	..	..	1,440
	Total Pieces..	4,028	14,260	10,232	..
	Wood rated in Prussian cubic fathoms.				
49	Lathwood	1	..	..	1
50	Firewood	9	1	..	8
	Total fathoms	10	1	..	9
	Bricks.				
137	Bricks, number of	1,260	..	..	1,260

3.—DENMARK.

IMPORTS.

No.		1860	1861	Increase	Decrease
	Goods rated by weight in centals.				
29	Chalk..	..	27,033	27,033	..
33	Fullers' earth	16,150	..	..	16,150
34	Grindstones	2,480	2,240	..	240
42	Tar	157	352	195	..
44	Dye woods	140	19,627	19,487	..
57	Oil, olive	1,220	440	..	780
62	„ divers	282	..	..	282
79	Rice	13,671	13,859	188	..
80	Coffee..	831	1,046	215	..
86	Molasses	1,011	3,739	2,728	..
88	Fruit	1,216	786	..	430
103	Wool	346	142	..	204
107	Hides..	854	411	..	443
118	Train oil	7,031	8,531	1,500	..
125	Fish, dried	2,368	2,390	22	..
144	Mats	339	21	..	318
159	Miscellaneous articles	510	853	343	..
160	Plate and jewellery (value $7,640)..	..	1·91	1·91	..
	Divers numbers	1,096	4,600	3,504	..
	Total .. Centals	49,702	86,071·91	36,369·91	..
	Tons......	2,445¾	4,235½	1,789¾	..
	Liquids rated in centals, reduced to imperial gallons.				
74	Wine..	1,434	8,901	7,467	..
75	Vinegar	..	114	114	..
76	Spirits	200	76	..	124
77	Beer	72	8	..	64
	Total Gallons..	1,706	9,099	7,393	..
	Herrings rated in barrel.				
126	Herrings	2,140	373	..	1,767
	Grain, &c., rated in scheffel, reduced to imperial quarters.				
65	Wheat	116	92	..	24
66	Rye	30,026	714	..	29,312
67	Barley	21	13	..	8
68	Oats	56,151	21	..	56,130
	Total Quarters..	86,314	840	..	85,474
	Goods rated numerically by head.				
127	Sheep, cattle, &c.	30	6	..	24

EXPORTS.

	Goods rated by weight in centals.				
3	Vitriol	79	62	..	17
6	White lead	643	1,084	441	..
14	Zinc, crude	11,053	3,496	..	7,557
15	„ rolled	6,310	3,291	..	3,019
19	Manganese	648	45	..	603
20	Ores	..	631	631	..
23	Saltpetre	..	250	250	..

Special Statement showing the Imports from and Exports to each Country—*continued.*

EXPORTS—*continued.*

No.	Articles	1860	1861	Increase	Decrease
31	Cement	552	..	..	552
52	Osiers	1,528	1,720	192	..
55	Seeds, divers	6,973	8,421	1,448	..
56	,, oleaginous	8	28,749	28,741	..
57	Oil, olive	34	8	..	26
58–60	,, hemp and rape	988	732	..	256
62	,, divers	..	5	5	..
70	Flour, meal, &c.	2,048	2,407	359	..
78	Tobacco	915	2,634	1,719	..
86	Molasses	1,116	24	..	1,092
88	Fruit, preserved	1,304	565	..	739
91	Raisins	153	16	..	137
113	Bone, black	3,615	1,095	..	2,520
115	Prepared manures	..	152	152	..
119	Tallow	776	39	..	737
129	Chemical products	890	2,469	1,579	..
130	Raw produce, divers	1,783	7,776	5,993	..
132	Copper and brass wares	487	141	..	346
135	Iron wares { Coarse	315	291	..	24
	Iron wares { Fine	23	26	3	..
136	Hardware, cutlery	326	383	59	..
138	Coarse pottery	138	286	148	..
139	Earthenware	315	550	235	..
140	Porcelain	74	181	107	..
141	Glass	166	416	250	..
143	Wood wares	530	392	..	138
151	Linens	924	1,366	442	..
152	Manufactures, cotton	84	351	267	..
153	,, woollen	412	1,060	648	..
154	,, silk	20	38	18	..
155	,, leather	29	51	22	..
156	,, divers	114	37	..	77
159	Miscellaneous articles	766	2,122	1,356	..
	Divers numbers, in small quantities.	1,075	1,516	441	..
	Total { Centals	47,214	74,878	27,664	..
	Total { Tons	2,323½	3,648¾	1,361¼	..
	Liquids rated in centals, reduced to imperial gallons..				
35	Mineral water	110	40	..	70
74	Wine	1,494	1,719	225	..
75	Vinegar	912	1,140	228	..
76	Spirits	52,839	47,804	..	5,035
77	Beer	480	304	..	176
	Total Gallons	55,835	51,007	..	4,828
	Herrings rated in barrels				
126	Herrings	848	277	..	571
	Grain, &c., rated in scheffels, reduced to imperial quarters.				
65	Wheat	661	2,205	1,544	..
66	Rye	574	2,207	1,633	..
67	Barley	522	993	471	..
69*b*	Vetches	..	45	45	..
71	Pease	45	666	621	..
73	Potatoes	..	3,786	3,786	..
78	Fruit	7	208	201	..
	Total Quarters	1,809	10,110	8,301	..
	Timber rated numerically by piece.				
48	Timber for building	12,337	13,075	738	..
	,, ship-building	5,116	6,433	1,317	..
	Masts	32	72	40	..
	Sleepers	..	22	22	..
	Planks	3,691	3,603	..	88
	Boards	682	605	..	77
	Laths	72,900	25,620	..	47,280
	Staves, pipe	6,000	9,060	3,060	..
	,, hogshead	840	3,540	2,700	..
	,, barrel	13,980	23,340	9,360	..
	Headings, long	240	9,660	9,420	..
	,, short	1,260	600	..	660
	Spokes	91,860	71,940	..	19,920
	Trenails	58,260	4,440	..	53,820
	Total Pieces	267,198	172,010	..	95,188
	Wood rated in Prussian cubic fathoms.				
49	Lathwood	9	4	..	5
50	Firewood	34	26	..	9
	Total fathoms	44	30	..	14

Special Statement showing the Imports from and Exports to each Country—*continued.*

4.—Sweden and Norway.

IMPORTS.

No.	Articles	1860	1861	Increase	Decrease
	Goods rated by weight in centals.				
2	Copper, crude	4,520	4,913	393	..
8	Iron, pig	224	431	207	..
9	„ wrought..	55	13	..	42
10	„ bars	35,005	38,652	3,647	..
11	Steel	13	501	488	..
20	Ores	6,903	6,721	..	182
35 *b*	Ice	28,920	..	..	28,920
42	Tar, pitch	211	107	..	94
118	Train oil	8,355	8,941	586	..
125	Fish, dried	420	909	489	..
135	Ironwares, coarse, ...	117	137	..	10
144	Mats..	84	18	..	66
159	Miscellaneous Articles	320	123	..	197
160	Plate & jewellery, value $6,000 ..	..	0·15	0·15	..
	Divers numbers	409	202	..	207
	Total.. Centals ..	85,566	61,648·15	..	23,907·85
	Total.. Tons.. ..	4,210¼	3,033¾	..	1,176½
	Liquids rated in centals reduced to Imperial gallons.				
74	Wine, ...	114	6	..	108
76	Spirits, „	76	57	..	19
	Total gallons	190	63	..	127
	Herrings rated in barrels.				
126	Herrings	38,556	48,704	10,138	..
	Grain, &c., rated in scheffel reduced to Imperial quarters.				
65	Wheat	..	4,850	4,850	..
66	Rye	3,300	..	..	3.300
68	Oats	31,057	..	..	31,057
71–72	Peas and Beans	1,164	..	..	1,164
	Total Quarters	35,521	4,850	..	30,671

EXPORTS.

	Goods rated by weight in centals.				
6	White Lead	976	1,106	127	..
14	Zinc, crude	890	1,122	231	..
15	„ rolled, &c.	612	1,148	536	..
19	Manganese	617	..	..	617
29	Chalk	3,133	3,890	757	..
31	Cement	..	200	200	..
55	Seeds, divers..	2,185	1,249	..	936
56	„ oleaginous	53	2,257	2,204	..
57 to 61	Oils	2,751	5,729	2,978	..
63	Oil-cake, ...	5,250	900	..	4,350
70	Flour-meal, &c.	2,220	4,031	1,811	..
103	Wool	627	395	..	232
115	Prepared Manures	..	223	223	..
119	Tallow	1,400	201	..	1,199
129	Chemical Products	956	1,353	397	..
130	Raw Produce, divers	2,187	949	..	1.238
132	Copper & Brassware	283	176	..	107
135	Ironware coarse	681	472	..	209
	Ironware fine	29	52	23	..
136	Hardware, Cutlery	542	415	..	127
138	Coarse Pottery	110	31	..	79
140–41	Porcelain & Glass	390	260	..	130
143	Woodwares	877	372	..	505
147	Paper	198	110	..	88
151	Linens	35	40	5	..
152	Manufactures, Cotton	112	1	..	111
153	„ Woollens	214	285	71	..
154	„ Silk..	10	8	..	2
155	„ Leather	86	78	..	8
156	„ Divers	362	532	170	..
159	Miscellaneous Articles	901	2,512	1,611	..
	Divers numbers	1,406	2,170	764	..
	Total Centals	30,096	32,267	2,171	..
	Total Tons	1,481	1,517¾	106⅔	..
	Liquids rated in centals reduced to Imperial Gallons.				
35	Mineral water	655	40	..	615
74	Wine..	2,142	756	..	1,386

Special Statement showing the Imports from and Exports to each Country—*continued.*

EXPORTS—*continued.*

No.	Articles	1859	1860	Increase.	Decrease.
75	Vinegar	22,154	11,459	..	7,694
76	Spirits	5,424½	11,504½	6,080	..
77	Beer	16	120	104	..
	Total Gallon	30,391½	26,879½	..	3,512
	Herrings raied in barrels.				
126	Herrings	491	138	..	353
	Grain, &c., rated in scheffel reduced to Imperial quarters.				
65	Wheat	1,680	1,925	245	..
66	Rye	1,890	15,043	13,153	..
67	Barley	7,140	5,122	..	2,018
69b	Vetches	78	14	..	64
71	Peas	33	462	429	..
73	Potatoes	..	377	377	..
88	Fruit	6	30	24	..
	Total Quarters	10,827	22,973	12,146	..
	Timber rated numerically by piece				
48	Timber for building	525	18	..	507
	„ ship-building	2,949	2,478	..	471
	Masts	51	..	..	51
	Planks	4,943	1,574	..	3,369
	Boards	2,464	279	..	2,185
	Staves, Pipe	11,520	..	..	11,520
	„ Hogshead	...	780	780	..
	„ Barrel	..	180	180	..
	Headings, long	..	900	900	..
	„ short	..	120	120	..
	Spokes	5,520	..	..	5,520
	Trenails	1,620	..	..	1,620
	Total pieces	29,592	6,329	..	23,263
	Goods rated numerically by piece.				
34	Millstones	..	4	4	..

5.—Russia.

IMPORTS.

No.	Articles	1860	1861	Increase	Decrease
	Goods rated by weight in centals.				
	Copper, crude	5,946	3,716	..	2,230
2	Potash	62,028	53,771	..	8,257
22	Ice	28,360	..	..	28,360
35b	Seed, divers	367	212	..	155
55	„ oleaginous	87,524	91,795	4,271	..
56	Oil, divers	7,552	2,732	..	4,820
62	Flour, Meal, &c.	357	173	..	184
70	Tobacco	1,432	600	..	832
71	Hops	..	1,958	1,958	..
84	Hemp, Flax, &c.	43,463	56,186	12,723	..
94	Junk	136	734	598	..
95	Silk, raw and dyed	170	154	..	16
102	Wool	6,220	8,526	2,306	..
103	Hair	985	2,894	1,909	..
105	Hides	94	803	709	..
107	Leather	2,950	1,783	..	1,167
108	Peltry	1,424	2,834	1,410	..
110	Train Oil	1,464	481	..	983
118	Tallow	3,921	6,670	2,749	..
119	Raw produce, divers	1,560	1,319	..	241
130	Iron wares	7	1,575	1,568	..
135	Mats	855	1,951	1,096	..
144	Sail cloth, linens	109	202	93	..
149–51	Manufactures, divers	..	133	133	..
156	Miscellaneous articles	1,554	1,712	158	..
159	Plate and Jewelry (value 306,840 dollars)	..	7·86	7·86	..
160	Divers numbers in small quantities	532	1,160	628	..
	Total { Centals	259,010	244,081·86	..	14,928·14
	Total { Tons	13,746	12,011¼	..	734¾

Special Statement showing the Imports from and Exports to each Country—*continued.*

IMPORTS—*continued.*

No.	Articles	1860	1861	Increase	Decrease
	Liquids rated in centals, reduced to Imperial quarters.				
74	Wine	66	360	294	..
76	Spirits	304	456	152	..
77	Beer	..	16	16	..
	Total gallons	370	832	462	..
	Grain rated in scheffels, reduced to Imperial quarters.				
65	Wheat	6	..	..	6
66	Rye	2,532	323	..	2,239
68	Oats	60,214	16	..	60,198
71	Peas	..	29	29	..
	Total quarters	62,752	368	..	62,384
	Articles rated numerically by head.				
127	Cattle, Horses, &c.	14	5	..	9

EXPORTS.

No.	Articles	1860	1861	Increase	Decrease
	Goods rated by weight in centals.				
3	Vitriol	113	63	..	50
6	White lead	819	2,014	1,195	..
7	Red lead	..	354	354	..
9	Iron, wrought	1,704	1,817	113	..
11	Steel	55	..	..	55
14	Zinc, crude	3,414	23,412	19,998	..
15	„ rolled	846	429	..	417
18	Arsenic	2,634	1,174	..	1,460
19	Manganese	6,327	3,204	..	3,733
20	Ores	..	17,190	17,190	..
21	Soda	536	581	45	..
29	Chalk	6,937	7,391	734	..
31	Cement	3,632	24,624	20,992	..
33	Fullers' earth	471	1,767	1,296	..
34*c*	Lithographic stones	1,226	716	..	510
40	Rosin	1,151	69	..	1,082
42	Tar	188	21	..	167
44	Dye woods	469	202	..	267
55	Seeds, divers	760	370	..	390
56	„ oleaginous	1	23	22	..
57	Oil, olive	376	769	393	..
59 to 61	„ linseed, rape, and palm	35	2,273	2,238	..
70	Flour, meal, &c.	60	110	50	..
85	Sugar	1,353	37,562	36,209	..
88	Fruit, preserved	111	223	112	..
97	Linen yarn	141	277	136	..
101	Cotton yarn	986	1,317	331	..
102	Silk, raw and dyed	271	470	199	..
103	Wool	2,914	1,374	..	1,540
104	Woollen yarn	1,902	491	..	1,411
108	Leather	214	191	..	23
110	Peltry	1,811	1,001	..	810
118	Train oil	..	169	169	..
124	Cheese	81	144	63	..
129	Chemical products	11,598	14,492	2,894	..
130	Raw produce, divers	1,882	2,218	336	..
132	Copper and brass wares	402	2,581	2,179	..
133	Rails for railways	3,686	..	..	3,686
135	Ironwares { coarse	58,523	41,727	..	16,796
	Ironwares { fine	630	645	15	..
136	Hardware, cutlery	2,597	3,234	637	..
138	Coarse pottery	570	2,951	2,381	..
139	Earthenware	206	76	..	130
140–41	Porcelain and glass	2,502	3,431	929	..
143	Wood wares	1,790	2,408	618	..
147	Paper	202	881	679	..
151	Linens	603	623	20	..
152	Manufactures, cotton	2,681	1,341	..	1,340
153	„ woollen	3,225	2,444	..	781
154	„ silk	1,602	1,199	..	403
155	„ leather	661	395	..	266
156	„ divers	1,428	1,707	279	..
157	Railway carriages	28,036	3,585	..	24,451
159	Miscellaneous articles	5,033	5,471	438	..
	Divers numbers	351	1,615	1,264	..
	Total … { Centals	170,076	224,816	54,740	..
	Total … { Tons	8,369½	11,063¼	2,693¾	..
	Liquids rated in centals, reduced to Imperial gallons.				
85	Mineral water	9,620	12,225	2,605	..

Special Statement showing the Imports from and Exports to each Country—*continued.*

EXPORTS—*continued.*

No.	Articles	1859	1860	Increase	Decrease
74	Wine	15,426	17,505	2,079	..
75	Vinegar	9½	9½	..	..
76	Spirits	712½	2,698	1,985½	..
77	Beer	520	440	..	80
	Total gallons	26,288	32,877½	6,589½	..
	Herrings rated in barrels.				
126	Herrings	4,083	1,885	..	2,198
	Grain, &c., rated in scheffels, reduced to imp. quarters.				
69*b*	Vetches	2	..	..	2
88	Fruit, fresh	675	482	..	193
	Total, quarters	677	482	..	195
	Timber rated numerically by piece.				
48	Timber for building	..	138	138	..
	,, for ship-building	2,881	3,133	252	..
	Masts..	..	35	35	..
	Planks	1,062	518	..	544
	Boards	102	..	..	102
	Staves, Barrel	..	5,640	5,640	..
	Headings, Short	..	900	900	..
	Total pieces	4,045	10,364	6,319	..
	Goods rated by piece.				
34*d*	Millstones	..	481	481	..
	Bricks.				
137	Bricks, number of	703,080	192,150	..	510,930

6.—HOLLAND.

IMPORTS.

No.	Articles.	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
2	Copper, crude	60	559	499	..
13	Tin, in block..	1,008	2,584	1,576	..
20	Ores	3,041	8,253	5,212	..
27	Clay	5,658	5,424	..	234
34*b*	Grindstones	880	..	..	880
39	Gums..	..	140	140	..
42	Tar	253	338	85	..
44	Dye woods	1,352	305	..	1,047
45	Dye stuffs	45	75	30	..
51	Rattans	135	312	177	..
55	Seeds, divers	386	422	36	..
60	Oil, olive	..	218	218	..
61	,, palm	2,218	778	..	1,440
62	,, divers	121	743	622	..
78	Tobacco	427	386	..	41
79	Rice	9,696	3,657	..	6,039
80	Coffee..	54,370	49,524	..	4,846
83	Spices..	194	484	290	..
86	Molasses	..	332	332	..
91	Raisins	..	170	170	..
94	Flax, Hemp, &c.	..	2,618	2,618	..
107	Hides	214	520	306	..
115	Guano	..	656	656	..
117	Grease	..	1,186	1,186	..
118	Train oil	56	616	560	..
122	Honey	654	138	..	516
124	Cheese	962	624	..	338
125	Fish, dried	4,230	9,207	4,977	..
130	Raw produce, divers	13	101	88	..
147	Paper..	80	..	..	80
156	Raw produce, divers	112	145	33	..
159	Miscellaneous articles	554	43	..	511
	Divers numbers	488	396	..	92
	Total .. Centals	87,207	90,954	3,747	..
	Total .. Tons	4,291½	4,475¾	184¼	..

Special Statement showing the Imports from and Exports to each Country—*continued.*

IMPORTS—*continued.*

No.	Articles	1859	1860	Increase	Decrease
	Liquids rated in centals, reduced to imp. gallons.				
74	Wine	132	687	555	..
76	Spirits	45,134½	69,682	24,547½	..
	Total gallons	45,266½	70,369	25,102½	..
	Herrings rated in barrels.				
126	Herrings	45	74	29	..
	Goods rated numerically by piece.				
34*a*	Millstones	6	2	..	4

EXPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
14	Zinc, crude	..	5,000	5,000	..
55	Seed, divers	857	100	..	757
56	„ oleaginous	347	85,181	84,834	..
60	Oil, Rape	2,478	..	..	2,478
70	Flour, meal, &c.	426	6,568	6,142	..
91	Raisins	911	..	..	911
118	Tram oil	142	..	..	142
159	Miscellaneous Articles	26	336	310	..
	Divers numbers	513	681	168	..
	Total { Centals	5,780	97,806	92,169	..
	Total { Tons..	280½	4,816½	4,536½	..
	Liquids rated in centals reduced to imperial gallons.				
74	Wine	693	8,757	8,064	..
76	Spirits	86,820½	57,513	..	29,307½
77	Beer	..	72	72	..
	Total gallons	87,513½	66,342	..	21,171½
	Grain rated in scheffels reduced to imperial quarters.				
65	Wheat	..	7,077	7.077	..
66	Rye	8,260	..	..	8,260
67	Barley	2,029	75	..	1,954
68	Oats	1,080	..	..	1,080
69*b*	Buckwheat	346	80	..	266
71	Peas	611	460	..	151
73	Potatoes	..	4,700	4,700	..
	Total quarters	12,326	12,392	66	..
	Timber rated numerically by piece.				
48	Timber for building..	2,192	1,816	..	376
	„ shipbuilding	1,931	2,044	113	..
	Masts	..	13	13	..
	Staves, barrel	..	12,120	12,120	..
	Total pieces..	4,123	15,993	11,870	..

7.—BELGIUM.

IMPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
44	Dye woods	2,362	200	..	2,162
61	Oil cakes	460	..	..	460
62	„ divers	706	441	..	265
79	Rice	7,227	..	..	7,227
80	Coffee	4,997	150	..	4,847
96	Flax, Hemp, &c.	..	720	720	..
107	Hides..	..	292	292	..
117	Grease	4,549	4,299	..	250
133	Rails for Railways	..	10,988	10,988	..
135	Ironwares, coarse	47	1,447	1,400	..
138	Coarse Pottery	971	..	..	971
156	Manufactures, divers	139	..	..	139
	Divers numbers	813	573	..	240
	Total { Centals	22,271	19,110	..	3,161
	Total { Tons	1,096	940½	..	155½

Special Statement showing the Imports from and Exports to each Country—*continued.*

IMPORTS—*continued.*

No.	Articles	1859	1860	Increase	Decrease
	Goods rated numerically by piece.				
34c	Millstones	..	12	12	..

EXPORTS.

	Goods rated by weigh in centals.				
55	Seed, divers	..	415	415	..
56	„ oleaginous	3,500	43,529	58,759	..
159	Miscellaneous Articles	19	175	156	..
	Divers numbers	..	13	13	..
	Total { Centals	3,519	63,862	60,343	..
	Total { Tons	173	3,142¼	2,069½	..
	Grain rated in scheffels reduced to Imperial quarters.				
65	Wheat	..	18,298	18,298	..
67	Barley	13,863	6,202	..	7,661
	Total	13,863	24,500	10,637	..
	Timber rated numerically by piece.				
48	Timber for building..	951	..	..	951

8.—FRANCE.

IMPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
4	Lead, pig	..	139	139	..
23	Saltpetre	5,191	..	..	5,191
26	Sulphur	..	707	707	..
24–*b*	Grindstones	5,120	14,520	9,400	..
39–40	Gums & Rosins	214	257	43	..
41	Turpentine	738	784	46	..
44	Dyewoods	10,756	3,139	..	7,617
45	Dyestuffs	1,100	1,593	493	..
53	Teazels	291	55	..	236
55	Seed, divers	81	1,000	919	..
57	Oil, Olive	106	9,722	9,616	..
61	„ Palm	1,071	..	..	1,071
62	„ Divers	..	749	749	..
64	Essential Oils	108	..	..	108
80	Coffee	3,060	..	..	3,060
87	Confectionery	227	283	56	..
88	Fruit, fresh & preserved	60	1,419	1,359	..
93	Nuts	..	153	153	..
147	Paper	281	108	..	173
159	Miscellaneous Articles	81	141	60	..
	Divers numbers	230	1,209	979	..
	Total { Centals	28,715	35,978	7,263	..
	Total { Tons..	1,413	1,770½	357½	..
	Liquids rated in centals reduced to Imperial gallons.				
74	Wine..	681,762	324,561	..	357,201
75	Vinegar	1,786	1,216	..	570
76	Spirits	9,500	5,557	..	3,943
	Total gallons	693,048	331,334	..	361,714
	Goods rated numerically by piece.				
34*a*	Millstones	43	115	72	..
	Bricks.				
137	Bricks, numbers of	..	25,830	25,830	..

EXPORTS.

	Goods rated by weight in centals.				
14	Zinc, crude	2,400	1,500	..	900
56	Seed, oleaginous	..	11,054	11,054	..
86	Molasses	..	61,446	61,446	..
113	Bone Black	754	2,182	1,378	..

Special Statement showing the Imports from and Exports to each Country—*continued.*

EXPORTS—*contiuued.*

No.	Articles	1859	1860	Increase	Decrease
115	Prepared Manures	4,189	1,999	..	2,190
159	Miscellaneous Articles	2	1	..	1
	Divers numbers	20	4	..	16
	Total .. Centals ..	7,365	78,136	70,771	..
	Tons ..	362½	3,845	3,482½	..
	Liquids rated iu centals reduced to Imp. gallons.				
74	Wine	54	945	891	..
76	Spirits	80,660½	35,387½	..	44,973
	Total gallons	80,414½	36,332½	..	44.082
	Grain raied in scheffel reduced to Imp. quariers.				
65	Wheat	..	857	857	..
	Timber rated numerically by piece.				
48	Timber for building..	12,543	31,724	19,181	..
	„ ship building	4,334	15,008	10,674	..
	Masts	190	180	..	10
	Sleepers	..	198	198	..
	Planks	46,846	25,789	..	21,057
	Boards	187,174	306,527	119,353	..
	Staves, Pipes	54,480	18,360	..	36,120
	„ Hogshead	21,840	25,740	3,900	..
	„ Barrel	64,260	44,340	..	10,920
	Headings, long	4,860	720	..	4,140
	„ short	15,600	5,520	..	10,080
	Total pieces	412,127	474,106	61,979	..

9.—Spain.

IMPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
4	Lead, pig	1,501	1,225	..	276
57	Oil, olive	9,597	..	..	9,597
88	Fruit, fresh and preserved	342	340	..	2
91	Raisins	..	21	21	..
	Total .. Centals	11,440	1,586	..	9,854
	Tons	563	78	..	485
	Liquids rated in centals, reduced to imp. gallons.				
74	Wine	9,000	12,123	3,123	..
75	Vinegar	..	57	57	..
	Total gallons	9,000	12,180	3,180	..

EXPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Timber rated numerically by piece.				
48	Timber for building..	..	653	653	..
	„ for ship-building	297	592	295	..
	Planks	..	860	860	..
	Boards	..	6,888	6,888	..
	Total pieces	297	8,993	8,694	..

10.—Italy.

IMPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
20	Ores	446	325	..	121
26	Sulphur	33,609	41,702	8,093	..
45	Dye stuffs	1,465	3,259	1,794	..

Special Statement showing the Imports from and Exports to each Country—*continued.*

IMPORTS—*continued.*

No.	Articles	1859	1860	Increase	Decrease
57	Oil, olive	4,388	23,411	19,023	..
88	Fruit	4,813	4,497	..	316
90	Almonds	2,728	1,392	..	1,336
93	Nuts	357	801	444	..
	Divers numbers	175	265	90	..
	Total .. Centals	47,981	75,652	27,671	..
	Tons	2,361	3,722¾	1,361¾	..
	Liquids rated in centals, reduced to imp. gallons.				
74	Wine	18	54	36	..

EXPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Liquids rated in centals, reduced to imp. gallons.				
76	Spirits	287,650½	639,606	351,955½	..

11.—AUSTRIA (TRIESTE).

IMPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
39	Gums	545	78	..	467
44	Dye woods	180	131	..	49
45	Dye stuffs	1,800	1,203	..	597
88	Fruit	1,030	1,103	73	..
91	Raisins	3,287	81	..	3,206
92	Currants	95	306	211	..
130	Raw produce, divers	..	1,535	1,535	..
	Divers numbers	..	221	221	..
	Total .. Centals	6,937	4,658	..	2,279
	Tons	341½	229¼	..	112¼
	Liquids rated in centals, reduced to imperial gallons.				
74	Wine	12	..	..	12

EXPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Liquids rated in centals, reduced to imperial gallons.				
76	Spirits	89,176½	..	..	89,176½

12.—GREECE.

IMPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
92	Currants	2,446	..	..	2,446
156	Marble works	1	..	..	1
	Total .. Centals	2,447	..	..	2,447
	Tons	120½	..	..	120½

13.—TURKEY.

IMPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
57	Oil, olive	..	2,652	2,652	..
	Total .. Centals	..	2,652	2,652	..
	Tons	..	130½	130½	..

Special Statement showing the Imports from and Exports to each Country—*continued.*

EXPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
14	Zinc, crude	..	787	787	..
	Total .. Centals	..	787	787	..
	Total .. Tons	..	38¾	38¾	..
	Liquids rated in centals, reduced to imp. gallons.				
76	Spirits	..	34,437	34,437	..

14.—ALGIERS.

EXPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Timber rated numerically by piece.				
48	Timber for building	..	105	105	..
	„ ship-building	..	1,424	1,424	..
	Boards	..	1,220	1,220	..
	Staves, pipe	..	300	300	..
	„ hogshead	..	360	360	..
	Total pieces	..	3,409	3,409	..

15.—AMERICA [North and South, and West Indies].

IMPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
40	Rosins	7,311	17,592	10,281	..
44	Dye woods	836	15,932	15,096	..
79	Rice	..	6,573	6,573	..
80	Coffee	9,768	..	..	9,768
129	Chemical products	..	161	161	..
	Divers numbers	2	8	6	..
	Total .. Centals	17,917	40,266	22,349	..
	Total .. Tons	881¾	1,981½	1,099¾	..

EXPORTS.

No.	Articles	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
15	Zinc, rolled	..	6,000	6,000	..
143	Wood wares	..	20	20	..
	Total .. Centals	..	6,020	6,020	..
	Total .. Tons	..	296¼	296¼	..
	Liquids rated in centals, reduced to imp. gallons.				
76	Spirits	..	19	19	..

16.—EAST INDIES

IMPORTS.

No.	Articles.	1859	1860	Increase	Decrease
	Goods rated by weight in centals.				
79	Rice	12,886	..	..	12,886
	Total .. Centals	12,886	..	..	12,886
	Total .. Tons	634	..	..	634

Table 10.—Summary of Table 8—General Statement.

Heads	1859	1860	Difference in 1860			
			Quantity		Per Cent.	
			Increase	Decrease	Increase	Decrease
IMPORTS.						
Tons	189,621¾	206,159½	16,537¾	..	8·72	..
Gallons	800,136½	487,254½	..	312,882	..	39·1
Barrels	144,531	139,140	..	5,391	..	3·73
Quarters	184,608	6,079	..	178,529	..	96·7
Numbers	514,080	240,030	..	274,050	..	53·3
EXPORTS.						
Tons	30,768	64,506	33,738	..	109·65	..
Gallons	944,321	1,081,816	137,495	..	14·56	..
Barrels..	5,573	2,383	..	3,190	..	57·24
Quarters	250,403	482,437	232,034	..	92·66	..
Pieces	1,099,556	1,082,831	..	16,725	..	1·52
Cubic fathoms.. ..	568	434	..	134	..	23·59
Number	704,340	192,150	..	512,190	..	72·71

Table 11, compiled from the preceding Tables, showing, under the principal heads, the Trade of Great Britain, in comparison to that of other Countries.

Countries	1859	1860	Difference in 1860			
			Quantity		Per Cent.	
			Increase	Decrease	Increase	Decrease
IMPORTS.						
Great Britain	149,346¼	160,162	10,815¾	..	7·24	..
Other Countries ..	40,275½	45,997½	5,722	..	14·2	..
Total tons ..	189,621¾	206,159½	16,537¾	..	8·72	..
Great Britain	34,614	44,473	9,859	..	28·48	..
Other Countries ..	765,522½	442,781½	..	322,741	..	42·15
Total gallons ..	800,136½	487,254½	..	312,882	..	39·1
Great Britain	102,576	89,685	..	12,891	..	12·56
Other Countries ..	41,955	49,455	7,500	..	17·87	..
Total barrels ..	144,531	139,140	..	5,391	..	3·73
EXPORTS.						
Great Britain	15,695	29,843½	14,148½	..	90·14	..
Other Countries ..	15,073	34,662½	19,589½	..	129·96	..
Total tons ..	30,768	64,506	33,738	..	109·65	..
Great Britain	223,544	136,772½	..	86,771½	..	38·81
Other Countries ..	720,777	945,043½	224,266½	..	31·11	..
Total gallons ..	944,321	1,081,816	137,495	..	14·56	..
Great Britain	196,426	410,118	213,692	..	108·79	..
Other Countries ..	53,977	72,319	18,342	..	33·98	..
Total quarters..	250,403	482,437	232,034	..	92·66	..
Great Britain	377,195	377,367	172	..	·04	..
Other Countries ..	722,361	705,464	..	16,897	..	2·33
Total pieces ..	1,099,556	1,082,831	..	16,726	..	1·52

TABLE 12 (extracted from Tables 8 and 9), showing the Increase and Decrease on the principle Articles of Importation and Exportation, rated by weight, *i.e.*, those Articles on which the Increase and Decrease has been most considerable.

I. GENERAL.—Total Quantities in German Centals of the Articles specified, Imported from and Exported to all Countries, (Great Britain included.)

IMPORTS.

No.	Articles	1859	1860	Difference	
				Quantity	Per Cent.
	Articles showing a considerable increase.				
2	Copper, crude	15,846	18,610	2,764	17·44
11	Steel	6,876	12,587	5,711	83·05
13	Tin, in block	1,227	3,089	1,862	151·75
26	Sulphur	33,609	42,409	8,800	26·18
36	Coals and coke	1,868,084	2,113,326	245,242	13·12
40	Rosins	74,886	98,456	23,570	31·47
44, 45	Dye woods and dye stuffs	49,530	81,299	31,769	64·14
47	Mahogany	948	3,114	2,166	228·48
57, 59 61, 62	Oils	136,110	154,763	18,653	13·7
79	Rice	111,091	147,899	36,808	33·13
83	Spices..	8,222	11,436	3,214	39·09
86	Molasses	10,414	20,694	10,280	98·7
90,91, 92	Almonds, raisins, currants	10,722	12,722	2,000	18·65
94	Flax, hemp, &c.	45,199	61,004	15,805	34·96
100	Cotton	115,191	137,512	22,321	19·37
103	Wool	6,684	8,847	2,183	32·66
97 101 104	Yarns..	35,096	110,048	74,952	213·56
105– 6–7– 10	Hair, feather, hides, peltry	4,016	9,678	5,662	140·98
115	Guano, prepared manures	24,867	35,132	10,265	41·28
16– 1119	Lard, grease, train oil, tallow ..	38,954	48,336	9,382	24·08
129	Chemical products	2,810	3,863	1,053	37·47
135	Iron wares	38,482	60,924	22,442	58·31
149– 151	Sail cloth, packing canvas, linens ..	3,849	8,060	4,211	109·4
152–4	Manufactures, cotton, woollen, silk..	3,241	5,906	2,665	82·22
	Articles showing a considerable decrease.				
4–7	Lead, litharge, white and red lead..	10,261	5,015	5,246	51·12
21, 22	Soda and potash	149,187	110,274	38,913	26·08
23	Saltpetre	24,277	3,149	21,128	87·02
25	Salt	38,382	8,536	29,846	77·76
31	Cement	39,520	14,080	25,440	64·37
42	Tar	11,508	4,134	7,374	64 07
55	Seeds, divers	12,289	5,383	6,906	56. 19
56	,, oleaginous	101,022	91,875	9,147	9·05
133	Rails for railways	37,285	12,022	25,263	67·75

EXPORTS.

No.	Articles	1859	1860	Difference	
				Quantity	Per Cent.
	Articles showing a considerable increase.				
14,15	Zinc, crude and rolled	237,220	376,831	139,611	58·85
31	Cement	4,304	25,286	20,982	487·5
55	Seed, divers	11,356	29,618	18,262	160·81
26	,, oleaginous	20,316	327,290	306,974	1,510·99
57–61	Oils	15,189	58,876	43,687	287·62
70	Flour, meal, &c.	15,068	105,409	90,341	599 55
85	Sugar	2,147	40,382	38,235	1,780·85
86	Molasses	21,336	91,155	69,819	327·23
99	Rags	3,158	15,635	12,477	395·09
129	Chemical products	13,813	18,467	4,654	33·69
	Articles showing a considerable decrease.				
63	Oil cakes	65,949	35,891	30,058	45·57
113	Bone black	13,362	9,300	4,062	30·4
135	Iron wares	60,261	43,805	16,456	27·3
157	Railway carriages	28,036	3.585	24,451	87 12

II. SPECIAL.—Articles Exported from, and to, Great Britain.

IMPORTS.

No.	Articles.	1859	1860	Difference.	
				Quantity.	per Cent.
	Articles showing a considerable increase.				
11	Steel	6,861	12,086	5,229	76·15
36	Coals and Coke	1,868,084	2,113,326	245,242	13·12
40	Rosins	1,118	6,179	5,061	452·68
14,45	Dye woods and dye stuffs	4,618	7,147	2,529	54·76
57,59 61,62	Oils	102,330	108,940	6,610	6·45
80	Coffee	13,783	27,477	13,694	99·35
83	Spices	5,394	8,464	3,070	56·91
86	Molasses	8,746	15,051	6,305	72·09
90 to 92	Almonds, raisins, currants	1,414	9,995	8,581	606·86
100	Cotton	115,191	130,551	15,360	13·33
97 101 104	Yarns	35,089	110,033	74,944	213·29
135	Iron wares	38,123	57,349	19,226	50·43
152 153	Manufactures, cotton, Woollen	3,100	5,732	2,632	84·9½
	Articles showing a considerable decrease.				
4–7	Lead, litharge, white and red lead	8,743	3,651	5,092	58·24
8, 9, 10	Iron	384,162	367,934	16,228	4·22
21, 22	Soda and potash	84,492	54,516	29,976	35·47
25	Salt	38,382	8,536	29,846	77·79
31	Cement	37,040	14,000	23,040	62·2
55	Seed, divers	11,295	3,703	7,592	67·21
56	„ oleaginous	13,483	..	13,483	100
133	Rails for railways	37,285	1,034	36,251	97·22

EXPORTS.

No.	Articles.	1859	1860	Difference.	
				Quantity.	per Cent.
	Articles showing a considerable increase.				
14, 15	Zinc, crude and rolled	199,117	262,593	63,476	31·87
55	Seed, divers	581	19,063	18,482	3,181·06
56	„ oleaginous	15,362	135,052	119,690	779·13
58	Oil, rape	6,097	48,371	42,274	693·35
70	Flour, meal, &c.	8,866	91,444	82,578	931·4
	Articles showing a considerable Decrease.				
63	Oil cakes	60,699	34,987	25,712	42·35
113	Bone black	8,803	5,123	3,580	41·8

TABLE 13.—Estimated Value in Dollars Prussian Currency of Imports and Exports, from 1854 to 1860, inclusive.

Years			Imports	Exports	Total.	Percentage on Total	
						Imports.	Exports.
Average of 5 years, 1854–58, inclusive			20,205,827	12,322,659	32,528,486	62·117	37·883
1859			21,568,079	15,503,533	37,071,612	58·18	41·82
1860			26,478,178	22,375,467	48,853,645	54·2	45·8
Being an Increase in 1860, compared with—	1858	Value	4,910,099	6,871,934	11,782,033	..	..
		Per Cent.	31·04	44·32	22·76	..	..
	5 years' average	Value	6,272,351	10,052,208	16,325,159	..	..
		Per Cent.	31·04	81·58	50·18	..	..

TABLE 14.—Amount, in Dollars Prussian Currency of the Duties levied at the Stettin Custom-House from 1855 to 1860, inclusive.

Years.				Duties.			
				Import.	Export.	Transit.	Total.
Average of 4 years, 1854–58, inclusive				1,539,369	8,178	22,830	1,570,377
1859				1,251,207	5,175	22,439	1,278,821
1860				1,281,091	2,995	25,330	1,309,416
Being in 1860, compared with	1859	Increase	Value	29,884	..	2,891	30,595
			Per Cent.	2·38	..	12·88	2·39
		Decrease	Value	..	2,180	..	..
			Per Cent.	..	42·12	..	..
	4 years' average	Increase	Value	..	..	2,500	..
			Per Cent.	..	..	10·95	..
		Decrease	Value	258,278	5,183	..	260,961
			Per Cent.	16·77	63·37	..	16·61

TABLE 15.—Estimated Value of Timber exported from Stettin from 1852 to 1860, inclusive, in Dollars Prussian Currency (included in the General Estimate, Table 4).

Countries to which exported.	Average of 7 years, 1852–1858, inclusive.	1859.	1860.	Being in 1860 compared with				Percentage of each Country on the Total of		
				1859		7 years' average.				
				Increase.	Decrease.	Increase.	Decrease.	Average.	1859.	1860.
Great Britain	745,174	746,900	695,165	..	51,735	..	50,009	45·506	45·506	41·54
France	412,818	445,475	553,225	107,750	..	140,407	..	25·21	25·4	33·05
Denmark	287,051	175,475	160,810	..	14,665	..	126,241	17·53	17·792	9·61
Holland and Belgium	82,092	53,305	42,085	..	11,220	..	40,007	5·02	3·278	2·52
Sweden and Norway	48,542	106,410	65,510	..	40,990	16,968	..	2·96	6·544	3·92
German States	41,621	22,216	35,105	12,889	..	..	6,516	2·542	1·366	2·1
Algiers	9,032	..	11,895	11,895	..	2,863	..	·552	..	·71
Spain	5,573	7,455	18,960	11,525	..	13,387	..	·34	·457	1·13
Australia	3,700	..	..	..	..	..	3,700	·226	..	..
Russia	1,875	68,654	90,705	22,051	..	88,830	..	·114	4·223	5·42
Total	1,637,478	1,625,870	1,673,460	4,7590	..	35,982	..	100·	100·	100·

The foregoing Tables shows that the trade of Stettin was much better in 1860 than in 1859; in fact, if the estimated value of imports and exports may be taken as a criterion, better than in any preceding year, not even excepting 1857, which it was thought could not have been surpassed.

In 1860, the total value of imports (see Table 13) was 26,478,178 dollars (3,971,726*l.*), though strictly speaking 320,480 dollars for plate and jewelry (see Table 8, No. 160) ought to be deducted; of exports 22,375,467 dollars (3,356,320*l.*), of both 48,853,645 dollars (7,a28,046*l.*), being for imports $22\frac{3}{4}$—or with the above deductions for plate and jewelry, $21\frac{1}{4}$ per cent.; for exports $44\frac{1}{4}$; and for both together $31\frac{3}{4}$ per cent. more than in 1859.

In 1857 the amount of imports was greater, viz., 28,057,576 dollars (4,208,636*l.*); but of exports less, viz., 18,149,675 dollars (2,722,451*l.*), Total of both, 46,207,251 dollars (6,931,087*l.*), being an increase, compared with 1857, of 2,646,394 dollars (396,959*l.*), or nearly $5\frac{3}{4}$ per cent.

In 1860 the exports, in respect of their estimated value, were even greater than they were at Dantzig. [The imports were always much more considerable.] Thus, according to an official return of the estimated value of imports and exports at Dantzig in 1860, the imports amounted to 5,259,816 dollars, the exports to 20,860,830 dollars—total, 26,120,646 dollars; being a difference in favour of Stettin of 21,218,362 dollars, or nearly $403\frac{1}{2}$ per cent. on imports; of 1,514,637 dollars, or $7\frac{1}{4}$ per cent., on exports, and of 22,732,999 dollars, or 87 per cent. on the total. This will be seen more clearly in the following Table, in which the respective amounts are reduced to pounds sterling.

TABLE 16.—Estimated Value, in Pounds Sterling, of Imports and Exports at Stettin in 1857, 1859, and 1860, and at Dantzig 1860.

Years.					Imports.	Exports.	Total.
Stettin	1857				4,208,636	2,722,451	6,931,087
	1859				3,235,212	2,325,530	5,560,742
	1860				3,971,726	3,356,320	7,328,046
Dantzig	1860				788,972	3,129,124	3,918,096
Stettin 1860 compared with	Stettin	1857	Increase	Value	..	633,869	396,959
				Per cent.	..	23·28	5·72
			Decrease	Value	236,910	..	..
				Per cent.	5·62	..	..
		1859	Increase	Value	736,514	1,030,790	1,767,304
				Per cent.	22·76	44·32	31·78
	Dantzig 1860		Increase	Value	3,182,754	227,196	3,409,950
				Per cent.	403·4	7·26	87·03

The increase in 1860 was, however, entirely owing to the extension of the forwarding or agency business carried on here. For some years past and especially since the commercial crisis of 1857, the trade carried on by the Stettin merchants on their own account has diminished, and their agency business more than proportionately increased, and although this may be partly ascribed to a want of capital and credit—more felt since the crisis than during the so-called "Accommodation, or Blank credit period," viz., from 1854 to 1857—still it is chiefly owing to the increased facilities afforded by railway traffic and steam navigation, and no doubt prevails, more or less, at most parts similarly situated, though probably not to so great an extent as at Stettin.

It is of course impossible to ascertain the quantity of goods imported and exported by the Stettin merchants on their own account and on commission; but the following articles may be enumerated as on commission, *i.e.*, as being merely forwarded through this port:—

1st.—Exclusively—Imports, 100 cotton; 97, 101, 104, yarns. Exports, 11, 15, zinc.

2nd.—Chiefly—Imports, 2, copper; 8, 9, 10, 11, iron and steel; 135, coarse iron wares; 94, hemp, flax, &c.; 105, hair; 110 peltry; 107 hides; 152, cotton goods.

3rd.—Partly—Herrings, corn, and, in fact, most of the principal articles of commerce, including, in 1860, coffee, rice, and other colonial produce.

The abolition of the transit duties in the German Custom's Union [Zollverein] which came into operation on the 1st of March last, will, no doubt, give a fresh impetus to this agency business.

The articles on which the increase or decrease was the most considerable are specified in Table 12.

Among the principal articles may be noticed—

Imports.

Iron and Iron Goods.—The import of iron was much the same in 1860 as in 1859. The quantity of iron and iron goods annually imported since 1859 was—

Articles.	Average of 5 years, 1849–1853, inclusive.	Average of 5 years, 1854–1858, inclusive.	1859.	1860.
	Centals.	Centals.	Centals.	Centals.
Iron—				
8. Pig	281,151	816,176	324,179	308,958
9. Wrought ..	7,479	30,300	20,348	22,370
10. Bar	62,395	133,812	80,723	93,435
Total ..	351,025	980,288	425,250	424,763
Iron Goods—				
133. Rails	32,022	77,583	37,285	12,022
134. Anchors and Chain cables	988	4,698	2,562	2,012
135. Coarse Iron Wares ..	2,478	24,613	38,347	60,737

The above statement shows that the importation of iron in 1859 and 1860 was upwards of 56 per cent, below the average of the five preceding years. The greatest quantity imported was in 1857, viz., 1,731,294 centals (85,197 tons), since which the demand for iron has greatly decreased owing to the general stagnation caused by the commercial crisis of 1857 and the critical state of political affairs that naturally checks enterprise. Rails also show a considerable decrease, the ironworks of Prussia being able to furnish a supply almost sufficient to meet the demand. On the contrary, coarse iron wares, almost entirely from England, show a great increase, a proof that the manufacturers of such articles in Prussia cannot advantageously compete with the English on account of the high import duty of 10 sgr, per cental (about 20*s.* 4*d.* per ton) on the raw material pig iron.

Coal and Coke.—The quantity imported in 1860 was at Stettin greater, at Swinemünde last, than in 1859. The total quantity imported at both ports was 191,755 tons in 1859, and 182,366 tons in 1860, being a decrease in 1860 of 9,409 tons, or 4·9 per cent. The freight from the English coal ports to Stettin ranged from 9*l.* 2*s.* to 11*l.* per keel.

Soda and Potash.—Both articles show a decrease, especially soda, the importations of which has been declining for several years, owing to the increased production of the article in Prussia and other States of the German Customs' Union. The quantity annually imported from 1853 to 1860 inclusive was, in centals:—

	Soda.	Potash.
Average of 6 years 1853–1858 incl...	97,193	35,059
1859 ..	81,098	68,089
1860 ..	54,874	55,400
Stock on December 31st, 1860 ..	13,073	15,894

Salt.—The importation of salt from England was only 420 tons (8,536 centals) in 1860 against 1,889, tons (38,382 centals) in 1859. At Swinemünde 750 tons, against 496 in 1859. In 1856 Stettin alone imported 8,910 tons (181,061 centals), since which the importation has annually decreased, owing to the increased consumption of Stassfurth salt; a statement of which was given in my Report for 1858.

Cement.—The importation of Portland cement from England has decreased considerably, owing to the successful competition of the cement works established here in 1857, as stated in my Report for 1858. The quantity imported in 1860 was only 14,000 centals from England, and 80 centals from other countries, whereas the importation in 1857 amounted to 175,960 centals. The Stettin cement has not only supplanted the English in Prussia, but begins to compete with it in foreign markets, 6,156 barrels having been exported in 1860 to Russia—(see Table 9, No. 5 *b*).

Vegetable Oils, Train Oil, and Tallow, show, on the whole, a considerable increase, especially olive oil, the trade in which was very brisk during the season. Prices of the best Messina ranged from 18 to 20 dollars per cental. The importation of these articles from 1852 to 1860, inclusive, was as follows:—

Articles.	Average of 7 years, 1852–1858 inclusive.	1859.	1860.
	Centals.	Centals.	Centals.
57. Oil, Olive	41,876	15,318	36,784
58. 59. „ Hemp & Linseed .	21,402	23,065	39,621
61. „ Palm & Cocoa nut	93,622	87,846	72,662
62. „ Divers	7,748	9,881	5,696
Total Vegetable Oils..	164,648	136,110	154,763
118. Train Oil	49,827	29,793	36,124
119. Tallow..	27,476	3,921	6,670

Rice and Coffee.—Rice shows a pretty considerable increase—36,808 centals, or 33·13 per cent.—owing to the increased demand at the latter end of the season, consequent on the failure of the potatoe crop. Coffee, owing to the high prices that prevailed, shows a slight decrease—4,199 centals, or 4·17 per cent.—The quantity (in centals) of these articles annually imported from 1851 to 1860, inclusive, was:—

	Rice.	Coffee.
Average of 8 years 1851–1858 incl...	170,444	81,201
1859 ..	111,091	100,472
1860 ..	147,899	66,279
Stock on December 31st, 1860 ..	86,632	14,701

Almonds, Raisins, Currants.—The total quantity imported in 1860 was 12,722 centals, being 2,000 centals, or 18.65 per cent. more than in 1859; but the trade in these articles has greatly declined, as shown in my report for 1859, since the opening of the Vienna and Trieste Railway. The quantity (in centals) annually imported from 1851 to 1860, inclusive, was :— ..

	Almonds.	Raisins.	Currants.	Total.
Average of 8 years, 1851–1858 incl.	3,340	14,341	4,089	21,779
1859	2,938	4,696	3,088	10,722
1860	1,888	10,173	661	12,722
Stock on Dec. 31, 1860	492	914	1,738	3,144

Cotton and Yarns.—The importation of these articles decreased in 1859, but greatly increased in 1860. The total quantity imported was 150,405 centals in 1859, and 247,856 centals in 1860, being an increase of 97,451 centals, or 64·79 per cent.

The importation since the abolition of the Sound dues has been as follows :—

Articles.	1857.	1858.	1859.	1860.
100. Cotton	37,630	59,543	115,191	137,512
101. Cotton Yarn ..	28,700	83,674	23,025	101,407
104. Woollen Yarn ..	560	2,362	285	1,303
97. Linen Yarn ..	3,204	22,921	11,786	7,338
98. Thread	167	243	118	296
Total Centals ..	70,261	168,743	150,405	247,856
Total Tons ..	3,456½	8,304	7,401½	12,197

Guano shows an increase of 10,265 centals, or 41·28 per cent., but is still greatly below the average of preceding year's. The quantity annually imported the from 1852 to 1860, inclusive, was :—

	Centals.
Average of 7 years 1852–1858 inclusive ..	97,708
1859	24,867
1860	35,132

Price in 1860, $4\frac{7}{12}$ dollars per cental (about £13 19*s.* per ton).

Wine.—With the exception of 1824 and 1849, the importation of wine, in consequence of the bad vintage in France, was lower than in any preceding year. The total quantity imported was 364,938 gallons, against 701,166 gallons in 1859, being a decrease of 336,228 gallons, or 47·95 per cent.

Herrings.—The importation was somewhat less (5,391 barrels) than in 1859; but, as is shown in the following Table, there was a decrease of 12,891 barrels, or 12.56 per cent. on Scotch, and àn increase of 10‘138 barrels, or 26·28 per cent. on Norwegian herrings.

The annual decrease in the importations of Scotch herrings is ascribed by Stettin merchants to the competition of Harburg, the importation at which port amounted to 49,140 barrels in 1859, and 78,931 barrels in 1860. Harburg has, in fact, two great advantages over Stettin—first, the harbour dues are considerably lower at the former than at the latter port; and, secondly, herrings can be forwarded by railway to Leipzig, Dresden, and other inland towns, at a lower rate from Harburg than from Stettin. In my Report for 1858, I gave a statement of the cost per cental of the carriage of goods by railway from Harburg, Hamburg, Lubeck, Stettin, and other ports, to Leipzig, Dresden, &c. It will be seen by referring to that statement that although the distance by railway from Harburg to Leipzig is 53 German miles, and from Stettin to Leipzig only 47, the carriage (per cental), is nevertheless 23 sgr. from Stettin, and only 16¾ sgr. from Harburg.

TABLE 17.—Quantity of Herrings annually imported from 1839 to 1860, inclusive.

Years.	Countries from which imported.			Total.
	Great Britain	Norway.	Other Countries.	
	Barrels.	Barrels.	Barrels.	Barrels.
Average of 20 years 1839–1858 inclusive	104,923	38,534	2,049	145,506
1859	102,576	38,566	3,389	144,531
1860	89,685	48,704	751	139,140
Being in 1860 compared with 1859 .. .. Increase. ..	..	10,138	..	..
Being in 1860 compared with 1859 .. .. Decrease ..	12,891	..	2,638	5,391
Being in 1860 compared with 20 years' average . Increase. ..	..	10,170	..	..
Being in 1860 compared with 20 years' average . Decrease ..	15,238	..	1,298	6,396
Percentage of each Country on total of. Average ..	72·11	26·48	1·41	100·
Percentage of each Country on total of. 1859.. ..	70·97	26·68	2·35	100·
Percentage of each Country on total of. 1860.. ..	64·457	34·003	·54	100·

Exports.

Zinc.—The exportation of zinc continues to increase annually, the quantity exported in 1860 being upwards of 58¾ per cent. more than in 1859, and 162 per cent. more than the average of the nine preceding years, as shown by the following Table :—

TABLE 18.—Quanity of Zinc, crude and rolled, annually exported from Stettin, from 1850 to 1860 inclusive.

Years.	Centals.	Tons.
Average of 9 years 1850–1858, inclusive..	143,800	7,076¼
1859	237,220	11,673½
1860	376,831	18,543¾
Being an Increase in 1860 compared with— 1859 .. .. Quantity	..	6,870¼
Being an Increase in 1860 compared with— 1859 .. .. Per cent.	..	58·85
Being an Increase in 1860 compared with— 9 years' average .. Quantity	..	11,457½
Being an Increase in 1860 compared with— 9 years' average .. Per cent.	..	162·05

Oleaginous Seeds, Rape Oil, and Oil Cakes.—In consequence of the very abundant crops of rape in Prussia in 1859 and 1860, and the increasing demand for oleaginous seeds and rape oil in England, Holland, and Belgium, the exportation of these articles was greater in 1860 than in any preceding year, whereas oil cakes show a decrease of 30,051 centals, or 50½ per cent. The quantity (in centals) of these articles exported from 1854 to 1860 inclusive was :—

	Oleaginous Seeds.	Rape Oil.	Oil Cakes.
Average of 5 years 1854-1858 inclusive	37,778	8,623	24,897
1859..	20,316	14,420	65,949
1860..	327,290	55,167	35,891

Spirits.—A succession of bad vintages having caused great demand in France and other wine producing countries for the cheap brandy distilled from potatoes, the Prussian distillers have, in consequence, extended their operations and adopted improved processes of distillation; hence the export of spirits from Stettin has greatly increaeed the quantity annually imported since 1855, being as follows:—

	Imperial Gallons.
Average of 3 years, 1856, 1857, 1858. ..	438,089
1859. ..	882,787
1860. ..	1,016,954½

being in 1860, 134,167½ gallons, or 15·19 per cent more than in 1859, and 578,865½ gallons, or 132·13 per cent. more than the three years average. Prices of spirits, 86 O.P. Tralles, in 1860, were from January to April, inclusive, 4⅚ to 5⅓ sgr. per Prussian quart (1*s.* 11*d.* to 2*s.* 1¼d. per Imperial gallon); from May to the middle of August prices kept steady at 5⅓ (2*s.* 1¼*d.* per gallon); from the middle of August to the end of September they fluctuated, in consequence of the fears entertained respecting the spread of the potatoe disease, between 5⅓ and 5½ (2*s.* 1¼*d.* and 2*s.* 2*d.* per gallon), but when it became known that the potatoes, owing to the prevalence of the disease, had not yielded above half an average crop, they rose again, and from October to December inclusive ranged from 5¾ to 6 sgr. (2*s.* 3¼*d.* to 2*s.* 4½*d.* per Imperial gallon.

Corn.—The quantity of corn exported in 1860 was greater than in any preceding year except 1857. The Oder, in consequence of the heavy rains, was navigable during the whole summer, which enabled the dealers to draw sufficient supplies from Silesia, and even from Galicia and Hungary to meet the demand in the English market.

The quantity of corn (wheat, rye, barley, and oats) and pease brought to Stettin by land and water conveyance, since 1853, may be approximately estimated as follows:—

	Imperial Quarters.	Estimated Value in Pounds Sterling.
Average of 5 years 1854–1858 inclusive	782,460	1,455,000
1859..	839,160	1,125,000
1860..	805,140	1,575,000

The quantity exported is given in the following Tables, and, as shown in Table 20, amounted (corn and pease) in 1860 to 464,700 quarts, being 216,420 quarts, or 87·16 per cent. more than in 1859.

TABLE 19.—Quantity of Corn, &c., exported from Stettin in 1860.

Countries to which exported.	Wheat.	Rye.	Barley.	Oats.	Pease.	Total.	Percentage on Total.
	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	Quarters.	
Great Britain	291,509	468	89,538	10,258	10,507	402,280	86·57
Belgium	18,291	..	6,202	..	..	24,500	5·272
Sweden and Norway	1,925	15,043	5,122	..	426	22,552	4·85
Holland	7,077	..	75	..	460	7,612	1·64
Denmark..	2,205	2,207	993	..	666	6,071	1·306
France	857	..	..	..	..	857	·184
German States	..	219	609	..	..	828	·178
Total..	321,871	17,937	102,539	10,258	12,095	464,700	100·
Stock on December 31st, 1860..	16,280	12,587	2,703	694	1,746	33,960	

TABLE 20.—Quantity of Corn, &c., exported from Stettin from 1850 to 1860 inclusive (in Imperial Quarters).

Years.				Corn.					Pease.	Total.
				Wheat.	Rye.	Barley.	Oats.	Total.		
Average of 9 years 1850–1858 inclusive				191,233	42,388	75,719	6,385	395,725	6,830	322,555
1859..				151,320	25,115	69,985	1,118	247,538	742	248,280
1860..				311,871	17,937	102,539	10,258	452,605	12,095	464,700
Being in 1860 compared with—	1859	Increase.	Quantity	170,551	..	32,524	9,140	205·067	11,353	216,420
			Per cent... ..	112·71	..	46·51	817·53	82·84	1530·05	87·16
		Decrease	Quantity	..	7,171	..	..	..	..	..
			Per cent... ..	..	28·58	..	..	..	..	..
	9 years' average	Increase.	Quantity	130,638	..	26,820	3,873	136,889	5,265	142,145
			Per cent... ..	68·31	..	35·42	60·65	43·35	77·08	44·07
		Decrease	Quantity	..	24,451	..	..	..	..	..
			Per cent... ..	..	54·68	..	..	..	..	..

TABLE 21.—Market Price of Corn, &c., at Stettin in 1860 per Imperial Quarter.

Articles.	1st Quarter.		2nd Quarter.		3rd Quarter.		4th Quarter.		Year.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Wheat	47 4½	57 10¾	45 2¼	55 10	43 10½	57 2	47 10¼	57 2	43 10½	57 10¾
Rye	25 7¾	33 6¾	29 3	35 10¾	28 7	35 2¾	29 3	36 6½	25 7¾	36 6½
Barley	21 0¾	33 11	32 7	29 3	21 3¼	30 7	21 3¼	33 2	21 0¾	33 2¾
Oats..	14 5¾	18 5	15 11½	21 3¼	13 3½	20 7½	13 3½	18 7¼	13 3½	21 3¼
Pease.	26 11¾	34 2½	30 7	37 2¾	29 3	27 2½	30 7	37 2½	26 11¾	37 2½
Potatoes	9 2½	13 1¾	7 5	10 7½	6 7¾	15 11½	7 11¾	10 7½	6 7¾	15 11½

Timber.—The Stettin timber trade, as I observed in my former Reports, has been for several years in a declining state. It was hoped that the reduction of the Timber duties in England would cause it to revive; but this has hitherto not been the case, the estimated value of timber exported to Great Britain (as shown in Table 15. page 66) amounting to 746,900 dollars in 1859, and to 695,165 dollars in 1860, being a decrease in 1860 of 51,735 dollars, or 6·92 per cent. By referring to Tables 8 and 15, it will be seen that in respect both to quantity and to value, the exportation in general was much the same as in 1859.

The total tonnage of sea-going merchant vessels of all nations entered at Stettin (see Tables 4 and 5) was 148,898 lasts, against 154,062 lasts in 1859, being a decrease in 1860 of 5,164 lasts, or 3·35 per cent.

The total tonnage of British vessels entered at Stettin (see Table 1) was 51,638 tons, against 50,121 tons in 1859, being an increase of 1,517 tons, or 3·02 per cent. The total tonnage of British vessels at Swinemünde was 25,286 tons, against 26,287 tons in 1859.

Freights continued moderate during the season. Freights from Stettin to ports on the east coast of Great Britain (Hull, Leith, and the intermediate ports) for wheat per quarter:—

From the opening of the navigation to the end of October ..	2*s.*, 2*s.* 3*d.*, 2*s.* 9*d.*, 3*s.*
From the end of October to the close of the season	4*s.*, 4*s.* 6*d.* 4*s.* 9*d.*, 5*s.*, 5*s.* 3*d.*

Freight of timber (per load) ranged during the season:—

		s.	*d.*		*s.*	*d.*			*s.*	*d.*		*s.*	*d.*
To London ..	Fir	12	6	to	16	0	..	Oak	0	0	to	0	0
" Hull	"	12	0	"	15	0	..	"	16	0	"	17	6
" Newcastle ..	"	10	0	"	19	6	..	"	12	0	"	21	6
" Scotch Ports .	"	13	0	"	21	6	..	"	15	0	"	23	6

Pipe Staves, per 1,000, to London, £8 10*s.* to £13.

Zinc, per ton, to London, 11*s.* to 20*s.*; to Hull, 9*s.* to 16*s.* 6*d.*

The amount of marine insurance effected at the Stettin Exchange, continues to increase annually, being in 1860 8,763,597 dollars, or 21·13 per cent. more than in 1859. The total amount of marine insurance annually effected from 1852 to 1860, inclusive, was:—

	Dollars.
Average of 4 years 1852–1855 inclusive ..	16,424,144
Average of 3 years 1856–1858 inclusive ..	38,383,258
1859..	41,472,529
1860..	50,236,126

The profits of most of the Stettin Companies, whether for insurance, steam navigation, or industrial operations, were not very high in 1860, and the losses sustained by some of them pretty considerable. The Pomeranian and the Prussian Marine Insurance paid no dividends. The dividends paid by other Companies to their shareholders for 1860 were:—

"Union" (a Sea and River Insurance Company) ..	9⅔ per cent
Stettin River Insurance Company	18 " "
Prussian National (Fire) Insurance Company ..	7½ " "
Steam Boat Union	8 " "
Steam Tug Company	8 " "
New Steam Navigation Company	6 " "
New Chemical Works	10 " "
Metzenthin's Chemical Works	9 " "
Stettin Portland Cement Works	10 " "

The Stettin merchants were incorporated in 1822. In that year the corporation consisted of 226 members, there are now (in 1861) 553 members. Taking an average of years, the number of members has been as follows:—

Average of	10	years	1832–1831	inclusive ..	229
"	10	"	1822–1841	" ..	263
"	10	"	1842–1851	" ..	385
"	5	"	1852–1856	" ..	455
"	5	"	1857–1861	" ..	543

The number of steam-boat passengers between Stettin and other Baltic ports was in 1860 very considerable, viz.:—

To and from St. Petersburg ..	7,010	as specified in the following table.
" " Riga	2,036	in Mercantile (Screw) Steamers.
" " Stockholm ..	1,628	in Mail (Paddle) Steamers.
" " Copenhagen ..	3,886	
Total. ..	14,587	

TABLE 22.—Number of Steamboat Passengers to and from St. Petersburg in 1859 and 1860.

Description of Steamers.	From Stettin to St. Petersburg.		From St. Petersburg to Stettin.		Total.	
	1859.	1860.	1859.	1860.	1859.	1860.
Mail (Paddle) Steamers	2,667	1,864	2,292	1,975	4,959	3,839
Lubeck Company's (Paddle) Steamers	212	1,182	73	1,207	285	2,389
Mercantile (Screw) Steamers ..	825	566	406	216	1,231	782
Total	3,704	3,612	2,771	3,398	6,475	7,010

According to an official statement, the quantity of goods forwarded from Stettin up the Oder, chiefly to Silesia, in 1860, were as follows:—

	Centels.		Centals.
Pig Iron ..	8,363	Flour, Meal, &c.	23,470
Soda	10,680	Rice	18,348
Chalk	9,272	Coffee	4,610
Cement . ..	28,508	Sugar	1,631
Slates	8,186	Flax, Hemp, &c.	2,913
Coal and Coke .	43,720	Cotton	3,073
Rosins	4,957	Guano	2,746
Dye Woods ..	20,878	Train Oil ..	410
Seaweed ..	8,134	Tallow	1,906
Oleaginous Seed	2,905	Sulphuric Acid .	1,185
Oils	10,682	Divers	4,939

Total goods rated by weight ..	220,516 centals (10,851½ tons).
Herrings	4,906 barrels.
Rye	1,230 scheffels (232½ quarters).

Stettin, as a wool market, ranks the fourth in the Prussian dominions. The following Table, compiled from an official statement, shows the quantity of of wool sold at all the Prussian wool markets in 1860. The value is not given in the statement, but I have calculated it according to the average price of each quality in each market:—

TABLE 23.—Quantity, Prices and Value of Wool sold at the Prussian Wool Markets in 1860.

Markets.	Sold—Centals.					Estimated value in Prussian Dollars.	Prices—Dollars.			
	Extra Fine.	Fine.	Medium.	Coarse.	Total.		Extra Fine.	Fine.	Medium.	Coarse.
Berlin	3,482	21,866	45,646	5,523	76,517	6,308,689	96–110	87–95	73–86	48–72
Breslau	3,000	15,003	19,000	5,000	42,000	4,089,000	112–25	102–110	90–98	55–88
Posen	56	5,811	7,769	95	13,721	1,187,017	95–100	88–95	80–86	53–58
Stettin	209	5,476	4,720	140	10,745	869,391	95–97	84–92½	60–83½	54–59
Landsberg an der Warthe.	..	4,000	5,400	1,200	10,600	823,300	..	82–91	70–81	50–66
Stralsund	..	..	6,118	..	6,118	446,614	..	..	70–76	..
Paderborn..	151	230	1,429	422	2,232	149,476	90–93	82–86	65–68	46–55
Konigsberg	..	1,300	200	..	1,500	135,050	..	85–98	78–83	..
Magdeburg	..	434	552	45	1,031	71,111	..	66–83	58–75	40–52
Minor Markets*	84	637	1,207	577	2,505	165,430	71	62–82	53–86	43–60
Total.. ..	7,182	54,754	92,038	13,002	166,976	14,244,778	71–125	62–110	53–98	40–88

* Viz. Muhlhausen [896] Koblenz [786] Dusseldorf [518] Elbing [305 centals].

Trade of Swinemünde.

Swinemünde, as stated in my previous Reports, has no export trade, and the imports are limited to iron, salt, and coals. The imports, all from Great Britain in 1859 and 1860 were as follows:—

No.	Articles.	1859.	1860.	Increase.	Decrease
		Tons.	Tons.	Tons.	Tons.
8	Iron, pig and broken	7	1	..	6
9,10	„ wrought and bar	130	11	..	119
25	Salt	496	750	254	..
36	Coal and Coke	99,847	78,370	..	21,477
	Total	100,480	79,132	..	21,348

Trade of Stralsund.

Stralsund, Greifswald, and other Pomeranian ports have a pretty considerable coasting trade, chiefly to Stettin and Dantzig, but their foreign trade is limited.

The principal imports of Stralsund are iron, partly from England, partly from Sweden, and coals, from England; the principal exports (corn) the greater part to England, oleaginous seeds, and chalk. The following table shows the total quantities of the principal articles of importation from and exportation to foreign countries in 1859 and 1860:—

IMPORTS.

No.	Articles.	1859.	1860.	Increase.	Decrease.
	Goods rated by weight in German centals.				
8	Iron, pig and old	1,016	2,695	1,679	..
9	„ wrought	4,872	6,670	1,797	..
134	Anchors and chain cables	1,800	4,001	2,201	..
21,22	Soda and potash	280	664	384	..
25	Salt	20,920	..	..	20,920
27	Clay	1,205	203	..	1,002
31	Cement	1,960	1,568	..	392
34 c	Grindstones	2,100	2,154	54	..
34 d	Slates	2,865	2,580	..	285
35c	Ice	4,000	..	..	4,000
36	Coals and coke	264,566	307,521	42,955	..
42	Tar	2,877	2,158	..	719
43	Pitch	185	..	..	115
79	Rice	214	23	..	194
80	Coffee	360	163	..	197
83	Spices	19	34	15	..
86	Molasses	78	258	180	..
88	Fruit, fresh	680	252	..	398
94	Hemp, oakum, &c.	1,348	3,050	1,702	..
107	Hides	608	422	..	186
118	Train oil	162	183	21	..
	Divers	907	1,506	599	..
	Total. Centals	312,959	336,138	23,179	..
	Total. Tons	15,400¾	16,541¼	1,140½	..
	Liquids rated in centals, reduced to imperial gallons.				
74	Wine	900	19,233	18,333	..
75	Vinegar	..	95	95	..
76	Spirits	208	2,850	2,442	..
77	Beer	240	..	..	240
	Total Gallons	1,548	22,178	20,630	..
	Goods variously rated.				
47	Corkwood .. .. .. bales	98	45	..	53
115	Guano .. .. .. bags	3,132	6,084	2,952	..
126	Herrings .. .. barrels	2,123	1,475	..	648
34c	Flagstones .. .. number of	3,000	7,200	4,200	..
137	Bricks .. .. „	5,000	25,000	20,000	..
137	Tiles .. .. .. „	70,000	163,000	93,000	..
137	Drainage pipes .. „	412	..	..	412
144	Mats .. .. „	4,100	..	..	4,100

EXPORTS.

No.	Articles.	1859	1860	Increase	Decrease
	Goods rated in German centals.				
8	Iron, old and broken	1,380	2,312	1,002	..
29	Chalk..	6,992	11,592	4,600	..
55	Seeds, divers	102	876	774	..
56	„ oleaginous	23,698	24,728	1,030	..
60	Oil cakes	2,408	3,288	850	..
86	Molasses	3,356	5,386	2,030	..
99	Rags	813	1,000	487	..
103	Wool	400	..	..	400
138	Coarse Pottery	300	300	..	..
	Divers	82	410	328	..
	Total { Centals	39,861	50,262	10,701	..
	Total { Tons	1,946¾	2,370¼	526½	..
	Grain, &c., rated in scheffels reduced to Imperial gallons.				
65	Wheat	86,677	97,129	12,452	..
66	Rye	1,769	33,823	31,554	..
67	Barley	35,862	1,577	..	34,306
67 c	Malt	3,206	2,643	..	563
68	Oats	538	13,232	12,694	..
71	Pease..	4	248	244	..
73	Potatoes	..	2,967	2,967	..
	Total quarters..	426,057	151,099	25,042	..
	Goods variously rated.				
36 c.	Turf, pieces of..	18,000	100,000	82,000	..
76	Spirits, Imp. gallon	..	1,125	1,125	..
126	Herrings, barrels.	2,753	4,200	1,447	..

Trade of Greifswald.

The following Table shows the total quantities of the principal articles of importation from and exportation to foreign countries in 1859 and 1860. The chief imports of Griefswald are coals, from England, and iron from England and Sweden; the chief exports (corn) to England.

IMPORTS.

No.	Articles.	1859	1860	Increase	Decrease
	Goods rated by weight in German centals.				
8	Iron, pig and old	762	12,222	11,460	..
9	„ wrought	3,420	2,167	..	1,253
134	Anchor and chain cables	372	391	19	..
21	Soda	..	136	136	..
34 c	Grindstones	200	165	165	35
36	Coal and Coke	47,158	67,000	67,000	..
95	Hemp	1,645	1,155	1,155	490
	Divers	23	26	26	..
	Total { Centals	53,580	83,262	29,682	..
	Total { Tons	2,636½	4,097¼	1,460¾	..
	Goods variously rated.				
34 { f	Granite blocks, cubic feet	13,424	16,729	3,308	..
34 { d	Slates, pieces..	..	55,426	55,426	..
48	Planks, and boards pieces	743	46	..	697
42	Tar, barrels	152	50	..	102
43	Pitch „	15	15	..	..
	Spanish brown do.	30	10	..	20
148	Cordage, bales	62	..	..	62

EXPORTS.

	Goods, &c. rated in scheffels reduced to Imperial quarters.				
65	Wheat	17,797	16,744	..	1,023
66	Rye	..	108	108	..
67	Barley	11,414	15,070	3,656	..
68	Oats	..	3,442	3,442	..
73	Potatoes	..	19	19	..
	Total quarters..	29,211	35,413	2,602	..
	Goods variously rated.				
29	Chalk, centals	..	1,255	1,255	..
70	Meal, do.	1,482	2,478	906	..
156	Machinery, do.	580	240	..	340
128	Herrings, barrels	634	1,280	646	..
30	Limestone, cubic feet	..	324	324	..
48	Cabinet-work do.	..	198	198	..
50	Firewood, cubic fathoms	366	..	12	354
137	Bricks, number of	5,000	..	..	5,000

Stettin Industrial Establishments.

All the Industrial Establishments mentioned in my former Reports continue in operation, though few of them have realised very great profits.

The "Stettin Steam Mill Joint-Stock Company," with 600,000 dollars capital, and a splendid—somewhat too splendid—range of buildings, carried on business from October, 1857, when they began their operations, to December 31st, 1859, at a loss of 162,286 dollars. Great exertions have naturally been made to retrieve this heavy loss, and, it would appear, successfully; the Company, according to a statement laid before the general meeting of the shareholders, on the 30th of April, 1861, having realised in 1860, a net profit of 38,427 dollars. Their operations in 1860 were:—

		Wispels.		Quarters.
Corn ground	Wheat	2,538	=	11,512
	Rye	18,434	=	83,617
	Total ..	20,972	=	95,129

Rice peeled, 80,786 centals (3,975½ tons).

The Vulcan Iron Works Company lost in 1859 about 80,000 dollars, and although the business was much better in 1860, still, if the profits realised should balance the loss of the preceding year, the shareholders may deem themselves fortunate

At the two sugur refineries the total quantities of raw (beetroot) sugar refined was about 210,000 centals in 1859, and 206,000 in 1860. One of these—the Provincial Pomeranion—pays the shareholders a dividend of 7½ per cent. for 1860; the other—the New Stettin—worked at a loss of about 20,000 dollars.

The chemical works seem to be going on tolerably well and realising fair profits.

The chemical works of Mr. Mentzenthen produced 20,300 centals of sulphuric acid (against 13,800 in 1859) and 258 centals of nitric lead (against 577 in 1859) and sold about 17,600 centals of sulphuric acid at from 2½ to 2⅝ dollars per cental (against 11,000 centals in 1859).

The new chemical works founded in 1857 by a joint-stock company with a capital of 300,000 dollars, paid the shareholders, a dividend of 10 per cent. for 1860. The works produced:—

	1859. Centals.	1860. Centals.
Bone Black	16,000	23,000
Sulphuric Acid	46,000	47,600
Nitric Acid	2,700	2,900
Hydrochloric (Muriatic) Acid ..	47,000	39,000
Refined (Soda) Saltpetre	1,200	1,900
Sulphate of Soda (Glauber's Salt) ..	37,800	37,400
Crystallized Soda	11,000	..
Calcined Soda	14,400	12,000
Blue Vitriol	1,300	1,800
Green Vitriol	7,000	6,300
Refined Borax	260	480
Refined Roll Brimstone	2,500	4,400
Chloride of Lime	..	5,000
Total	188,160	181,780

Besides from 4,000 to 5,000 barrels of Burnt Lime annually.

The chemical works at Alt-Damm, near Stettin, belonging to Mr. Julius Rlee, produced in 1860:—

	Centals,
Refined (Potash) Saltpetre	10,000
Refined (Soda) Saltpetre	1,000
Calcined Soda	6,000
Crystallized Soda	10,000
Calcined Sulphate of Soda	500
Crystallized Sulphate of Soda	1,000
Potash	4,000
Ferrocyanate of Potash	500
White Lead	1,000
Red Lead	500
Glue	300
Total	34,800

The two cement works—one at Stettin the other near Woollen—produced 80,000 barrels (15,747 tons) of Portland cement, against 45,000 barrels (8,858 tons) in 1859, being an increase in 1860 of 77¾ per cent., and seems to have succeeded in driving English Portland cement out of the market. The shareholders of the Stettin Works received a dividend of 10 per cent. for 1860.

The Stettin merchants do not fail year after year to make known to the Government their wishes respecting certain matters which they deem, and which, it must be admitted, really are detrimental to their interests. The most important of these, *pia desideria*, are:—

1st.—The demolition, or, at least, the enlargement of the fortifications of Stettin.

In 1857, as I stated in my Report for that year, this was regarded as a vital [Lebensfrage] question, and very plausible arguments were advanced to show that an essential condition for the extension of the trade of Stettin was an extension of the town itself by the demolition or enlargement of its fortifications. This vital question has ceased however to be a topic of general discussion, and if the mixed commission of civilians and military officers appointed in 1857 to take it into consideration, should eventually decide to raze the fortifications, it would probably be owing more to the somewhat unpleasant fact of their not being actually strong enough to withstand the fire of rifled cannon, than to the arguments adduced to show the great advantage the trade of Stettin would derive from their speedy demolition.

2nd.—Regulation of the Oder; that is to say that that a sufficient sum of money should be annually employed for the purpose until the river is rendered perfectly navigable from Breslau to Stettin.

3rd.—Revision and simplification of the Custom-house regulations respecting the shipment and forwarding of merchandise.

These regulations, which date from a period when railways and steam navigation were unknown, no doubt stand in need of a thorough revision. The loss of time—not to speak of the trouble and expense—in going through the tedious and unnecessary formalities rigorously prescribed by the existing regulations, would be regarded in England as "something awful."

4th.—Reduction of the shipping dues, both Royal [collected for the Government] and local [port charges collected for the towns]. Both are certainly too high, especially the former. These Royal dues, levied upon merchant shipping amount altogether:—For a vessel with cargo, on entering and on clearing, 14 sgr. per last (about 11½*d.* per register ton). For a vessel in ballast on entering and clearing 7 sgr. per last (5¾*d.* per register ton), and consequently amount for a vessel of 200 tons burden entering and clearing with cargo to 19*l.* 3*s.* 4*d.*

By virtue of a recent enactment, steamers that are regular traders between Stettin and a foreign port, may claim a remission of 2*s.* 3*d.* of these dues; but the provisions of the enactment are, in a great measure, illusory—it being often impossible for the owner or freighter of a steamer to declare beforehand that the steamer will be a regular trader, and arrive at and depart from Stettin at stated intervals. The best practical measure would be to levy the full amount of the dues on a steamer for the first voyage and make a remission of an increasing per centage in the full amount for every succeeding voyage—no matter whether at stated intervals or not—during the season.

5th.—Reduction of the import duties on raw materials, especially on pig iron.

The reduction of these duties would, no doubt, give a fresh impetus to the trade of Stettin; but as the measure would require the unanimous consent of the numerous States forming the German Customs' Union, there is no great prospect of its being adopted. The principles of free trade, however, begin to prevail even in quarters where they might be least expected; a convincing proof of which has recently been furnished by the Pomeranian Agricultural Society. At the annual general meeting of this society, held at Stettin on the 4th of April, 1861, the following ressolutions were unanimously adopted:—

That it would be highly conducive to the interests not only of agriculturists, but of the Baltic provinces in general, that the tariff of the German Customs' Union should be revised on the following principles:—

1st.—Admission of the most indispensable articles of daily consumption, free of duty.

2nd.—The import duties on the other articles of daily consumption to be fixed according to the principles of the Prussian tariff of 1818 of duties being proportionate to the values (to the value of the goods) and the duty not to exceed on any article the lowest amount compatible with the highest to be derived therefrom.

3rd.—Admission of all raw materials free of duty, and of half-manufactured articles at very low duties.

4th.—Import duties on manufactures not to exceed 10 per cent. *ad valorem*, and a term to be fixed for changing the *ad valorem* duties to moderate protective duties,

5th.—Abolition of all export duties.

It was further resolved that these resolutions should be embodied in a memorial to the Government and that copies of the memorial should be sent to the principal agricultural societies of Northern Germany, and their co-operation in the course be requested.

These proceedings of the Pomeranian Agricultural Society are important in so far as they show that the advocates of free trade are gaining ground in Germany, and it is to be hoped will, ere long, possess sufficient influence to render the commercial legislation of the country more in accordance with the spirit of the age and the growing wants of the community.

RUSSIA.

ARCHANGEL.

Report by Mr. Renny, British Consul at Archangel, on the Trade of the Ports within that Consulate during the year 1860.

Import Trade.

THIS branch calls for little remark, as besides its small importance it presents no new features since my last Report. The Return shows a total amount of 67,709*l.* imported this year against 67,771*l.* in 1859; of which amounts Great Britain furnished 12,553*l.* and 11,760*l.*

The subjoined statement exhibits the imports at this port, and their value in the last five years, distinguishing the value imported from Great Britain. The sums represent the official value rendered into sterling at the average rate of exchange of each year:—

Articles.	1856.	1857.	1858.	1859.	1860.
	£	£	£	£	£
Coals	1,842	2,162	507	1,248	255
Coffee	1,334	404	1,472	2,487	953
Lead	602	620	1,197	872	12
Oil	1,529	1,322	2,095	2,256	3,299
Sugar	1,784	6,043	7,322	2,514	4,125
Logwood	452	184	353	781	349
Salt	3,491	2,372	893	2,268	1,280
Wine	4,149	8,450	8,410	5,536	7,373
Champagne	329	1,075	1,169	245	1,079
Furs	9,000	7,848	5,509	8,033	5,731
Fish	15,585	14,223	15,455	34,754	36,748
Fruit	647	637	1,268	417	445
Machinery	2,912	8,258	8,075	226	862
Other goods	2,567	3,320	3,289	6,134	5,468
Cotton	4,976				
Totals in £ sterling	51,199	56,898	57,014	67,771	67,709
From Great Britain	10,663	20,709	14,701	11,760	12,553

The increase under "Other Goods" in the two past years is comprised of iron and other materials for ship-building, imported by the White Sea Company, which it would be difficult to classify.

Export Trade.

Notwithstanding that Russian produce continued to command very high prices throughout the season, the anticipations that I ventured to express in my last Report, that this year's trade would be considerably less than last, have been fully verified; the amount of the past year's trade having been only 906,851*l.*, against 1,297,879*l.* in 1859.

The subjoined statements exhibit the total value of the exports; the value exported to Great Britain; and the quantities of the principal articles exported, in the last five years:—

	Total Value of the Exports.	Whereof to Great Britain.
	£	£
1856	1,340,542	650,967
1857	1,348,650	629,105
1858	843,756	527,178
1859	1,297,879	1,007,796
1860	906,851	552,268

Quantities of the principal articles Exported.

Articles.		1856.	1857.	1858.	1859.	1860.
Linseed - - -	quarters	117,531	114,106	49,106	56,740	60,419
Oats - - - -	„	90,201	136,918	101,714	238,558	207,078
Rye - - - -	„	283,476	309,525	87,862	58,081	94,363
Wheat - - -	„	12,691	20,836	13,648	10,526	1,800
Flax - - - -	tons	7,821	4,766	4,345	8,168	3,588
Flax-tow - - -	„	5,247	3,461	4,084	8,063	3,218
Train-oil - - -	„	960	335	650	299	725
Tallow - - -	„	396	196	210	199	79
Rye-flour - - -	„	5,954	7,178	6,853	8,622	6,138
Tar - - - -	barrels	103,950	89,689	70,139	83,177	73,105
Pitch - - - -	„	12,066	12,444	8,643	4,799	9,146
Mats - - - -	pieces	630,185	539,012	575,030	282,787	348,011
Deals - - -	standard dozen	81,562	28,637	71,217	80,854	79,026

The decrease in the exports last year is shown to have been principally under the heads of flax and flax-tow, and the difference between the value exported of these articles in 1859 and 1860 amounts to 444,524*l.* The export of these products being pre-eminently to Great Britain, the materially smaller proportion of the trade with that country during the past year, as seen by the statement of value, is accounted for. Oats, wheat, and tar, which are also chiefly shipped to Great Britain, likewise present a decrease compared with last year.

The price of tar was never so high as during the past season, but all that was brought down met with ready sale; the article is being bought for next year's shipment at yet higher rates, and, in consequence, a larger supply of it may be expected, notwithstanding the Governmental restrictions on the increase of its manufacture. The manufacture of pitch, on the other hand, must fall off, as the price of the article has not advanced with that of tar, from which it is made.

The increase in mats is owing to the stock which remained over from the former year. This year all have been shipped, and in future a smaller export may be looked for, as I mentioned in my last year's Report.

The result of the relaxations of the forest laws will only begin to show itself on the deal trade of next year; it is, however, already seen that the permission to cut larch will lead to no result, so far as the foreign trade is concerned; samples of the wood which were sent to England this season having been valued there at less than pine-wood, while the larch costs here very much more.

The crops this year in the districts which supply the port have on the whole been good; but a scarcity of grain in the more southern Governments, and the increasing demand for Archangel flax for home consumption, and for the St. Petersburg market, will deprive this port of much of the benefit from these good crops.

Of goods remaining here in warehouse, there are only trifles belonging to exporters, which did not find shiproom.

Exchange.—The rate of exchange during the year has been under thirty-six pence per rouble, but I have taken this rate for all my calculations into sterling; there is as little sign of the exchanges approaching "par" as there was last year. Small silver of the new coinage is now more in circulation here, but both silver and copper are still scarce.

Shipping.—As a consequence on the diminished trade of the year, there is a decrease in the amount of shipping.

The following Table exhibits the number and tonnage of the vessels cleared from the port in the last five years, distinguishing the number and tonnage to Great Britain:—

Years.	Total Vessels.	Total Tonnage.	British.	
			Vessels.	Tonnage.
1856 .	704	122,790	230	46,279
1857 .	644	122,271	233	45,838
1858 .	394	74,425	158	32,480
1859 .	537	102,236	202	43,614
1860 .	444	86,989	191	40,618

The decrease in British shipping has not been proportionate to the total decrease, the per-centage of British being about 8 per cent. more than it was last year.

As I have previously stated, the coasting-trade proper is merely carried on in boats, and such like vessels, and there are no data for making up the Return No. 4.

One merchant-vessel of 686 tons has been built here this year, and dispatched with cargo by the White Sea Company.

Freights.—The rates of freight throughout this year have been much the same as they were during last. To the East Coast of Great Britain they ranged from 4*s.* 9½*d.* to 5*s.* 2½*d.* for wheat, 4*s.* to 4*s.* 6*d.* for oats, per Imperial quarter; and 43*s.* 6*d.* to 47*s.* 6*d.* for flax, per ton.

Port of Onega.

Import Trade.—The first Return under this head I make this year, machinery to the amount of 325*l.* having been imported for the saw-mills.

Export Trade.—This trade, which consists entirely of deals, presents no new feature worthy of remark. Its extent has been much the same as last year, viz., 36,009*l.* compared with 35,984*l.*

The subjoined Table gives a view of the trade of this port in the last five years, distinguishing the number and tonnage of the British vessels engaged in it, and the amount of the export to Great Britain.

Besides the number of the vessels shown in the Table, there were 40 Russian craft this year, and 34 in 1859, cleared for Norwegian Finmark. In previous years there were none. The value of their cargoes are included in the amount shown in the Table. It was only 805*l.* this year, and 559*l.* in 1859.

Years.	Total Vessels.	Total Tonnage.	Total Value.	British.		To Great Britain.
				Vessels.	Tonnage.	Value.
			£			£
1856 . . .	49	15,636	53,709	8	3,218	46,670
1857 . . .	24	8,184	26,562	3	1,123	23,235
1858 . . .	35	10,445	31,809	3	711	27,945
1859 . . .	31	12,048	35,984	3	1,010	32,211
1860 . . .	31	11,221	36,009	3	706	31,661

General Remarks.—The position of British subjects trading in Russia has been materially ameliorated this year by the Ukase of the Emperor of the 20th June last, which granted to trading foreigners all the rights possessed by Russian subjects of the same class. The whole Code of the Commercial Laws of the Empire is now under revision, and the result will, doubtless, be a relaxation, if not a total disruption, of the fetters with which commerce in Russia is bound.

The passport system has been relaxed with regard to foreigners, so far that they can move about with more freedom than natives. This anomaly can of course be of no long continuance.

There being no serfs in the Archangel Government, I find myself unqualified to give an opinion as to the effect their emancipation will have on the progress of agriculture. Probably none will be observable for some years to come.

MOSCOW.

Report by Mr. King, British Consul at Moscow, on the Trade of that district during 1860.

THE year 1860 began under very difficult circumstances, owing principally to the unsettled state of the money-market, and the delay in the new arrangements regarding the future respective position of the peasantry and the landed proprietors. The crops, however, having been good upon the whole, the final result of the commercial year has been more satisfactory than it had been expected.

Russian produce was constantly in good demand for exportation; and a new impulse was given to foreign trade by the removal of the onerous restrictions by which the commercial operations of foreigners in this country had been encumbered ever since the year 1807.

Cotton Goods.—This branch of manufacture has made considerable progress of late by the introduction of power-looms on a large scale. The conviction is at last becoming prevalent that the production by the aid of machinery is more economical than by hand-looms, but also that the articles thus produced are far superior in quality to those produced by the process formerly employed. Cheapness of prices necessarily opening the way to an increase of consumption, it is to be expected that this branch of manufactures is destined to acquire a considerable development in the course of the next two or three years.

Silks.—The competition of foreign manufactures having been less animated this year than before, trade has considerably revived; it is, moreover, expected that great benefit will accrue to this, as well as to all other branches of manufacture, from the new Custom-house Regulations which are now under contemplation, and the necessity of which has become evident from the experience of the last two or three years, during which the contraband trade appears to have been carried on to an extent unheard of before.

Raw silks, both Persian and Caucasian, have been in good demand throughout the year, and about 5,000 poods were exported to Western Europe, chiefly to Italy, where it undergoes a fresh spinning process, according to the fashion of the country, a small proportion only being used for sewing-silk.

The trade with China is ere long to experience considerable changes, the Government intending to issue a new law authorizing the importation of tea by sea, in which case the land-route will be abandoned, except for such portion of the importation as is required to meet the consumption of the Asiatic provinces of this Empire. The solution of this question, however, will probably be delayed for some time, owing to the conflicting interests concerned in it.

Wool.—The summer fairs having been visited by a great number of foreign buyers, who purchased rather largely, the quantity left for home consumption was comparatively small. The present stock of fine wools in this market amounts only to about 18,000 poods, which are held at 23 to 35 roubles per pood, according to quality.

Common Wools, coarse and long-stapled, are becoming more and more demanded for exportation. Donskoy fleece is worth 7½ roubles; autumn wool, 6¾ to 7 roubles; lambs'-wool, 7½ to 8 roubles per pood, according to quality. The greater part of the fleece and autumn wool exported this year was shipped for the United Kingdom, whereas lambs'-wool was bought chiefly for Belgium.

Woollen Goods, camlets and similar articles, have been in good demand, and sold at satisfactory prices; while cloth, on the contrary, was heavy of sale, and left hardly any profit to the manufacturers.

Money has been very scarce, particularly towards the end of the year, and discount for good bills at 8 to 9 per cent. per annum.

Railways.—The Nishny line is to be opened next summer as far as Vladimir, and the remainder in summer 1862; whereas the Theodosia line has been entirely abandoned for want of funds.

On the Saratoff line the works have been carried on actively between Moscow and Kolomna, so that this section will probably be completed about the beginning of 1862.

RIGA.

Report by Mr. Grignon, British Consul at Riga, on the Trade of that Port during the year 1860.

I HAVE the honour to submit the following Report of Trade within the Consulate of Riga during the year 1860.

The entries and clearances of British vessels during the year have been as follows:—

ENTRIES.

Steamers.	Sailing Vessels.	Tonnage.	Crews.
27	370	76,942	3,563

CLEARANCES.

Steamers.	Sailing Vessels.	Tonnage.	Crews.
27	370	76,942	3,563

Of 397 British vessels arriving at the port of Riga during the past year, there were laden with:—

General Cargoes	34	Iron	5
Coal	44	Machinery	4
Rails	22	Miscellaneous and Mixed	36
Salt	22	Ballast	230

The same number of vessels leaving the port of Riga took:—

Flax and Hemp	135	Linseed	21
Oats	99	General Cargo	15
Wheat, Rye, and Barley	10	Miscellaneous and Mixed	31
Timber, Sleepers, and Wood	86		

The total amount of British and foreign trade at this port, in vessels of all nations, during the year 1860, may be seen in the following Table:—

ENTRIES.

Nations.	Vessels.	Tons.	Crews.
British	397	76,942	3,563
Russian	317	58,300	2,700
Hanoverian	283	29,700	2,480
Dutch	262	34,500	1,900
Danish	203	20,800	1,240
Swedish and Norwegian	239	26,200	1,450
Prussian	110	22,500	1,000
French	101	15,600	820
Mecklenburg	165	26,300	1,490
Oldenburg	61	6,900	360
Lübeck	34	5,100	350
Hamburgh	7	880	40
Bremen	3	320	15
Belgian	2	300	20
Portuguese	1	160	10
American	5	1,100	60
Total	2,190	325,603	17,498

CLEARANCES.

Nations.	Vessels.	Tons.	Crews.
British	397	76,942	3,563
Russian	314	57,700	2,670
Hanoverian	283	29,700	2,480
Dutch	261	34,380	1,890
Danish	203	20,800	1,240
Swedish and Norwegian	238	26,100	1,440
Prussian	110	22,500	1,000
French	101	15,600	820
Mecklenburg	165	26,300	1,490
Oldenburg	61	6,900	360
Lübeck	27	4,100	300
Hamburgh	7	880	40
Bremen	3	320	15
Belgian	2	300	20
Portuguese	1	160	10
American	5	1,100	60
Total	2,178	323,782	17,398

Notwithstanding the losses caused by the failure of many merchants in the interior to fulfil their engagements, the export trade of Riga for the year 1860 has exceeded that of any preceding year.

The total value of exports in 1860 amounted to 4,381,635*l.* sterling, or an increase of 589,565*l.* on the year 1859. The total value of the export trade to Great Britain for the year 1860 amounted to 2,353,982*l.*, or rather more than one-half the total amount of the whole export trade of Riga.

The principal articles of export during the year 1860, with their values in British sterling, are as follows:—

Flax	£1,664,355	Oats	£311,855
Flax tows	28,016	Crushing linseed	275,241
Hemp	799,518	Sowing ditto	278,783
Hemp tows	13,572	Hempseed	9,160
Wheat	53,013	Tobacco	13,987
Rye	391,179	Timber	247,751
Barley	166,963	Miscellaneous	128,242

The countries to which these shipments were made are as follows:—

Great Britain	£2,353,982	Sweden and Norway	£110,824
France	412,189	Hanse Towns	70,205
Belgium	265,649	Spain and Portugal	151,260
Holland	789,005	Other countries	122,500
Denmark	106,021		

The following Table will show the entries and clearances of British vessels at Riga during the years from 1856 to 1860 inclusive:—

	Entries.		Clearances.	
	Vessels.	Tons.	Vessels.	Tons.
1856	428	77,308	428	77,308
1857	441	82,424	441	82,424
1858	258	48,320	258	48,320
1859	407	75,493	407	75,493
1860	397	76,942	397	76,942

The total amount of foreign trade of all nations at this port during the five years from 1856 to 1860 inclusive is as follows:—

	Entries.		Clearances.	
	Vessels.	Tons.	Vessels.	Tons.
1856	1,935	282,294	1,935	282,294
1857	1,705	248,434	1,705	248,434
1858	1,651	237,604	1,668	241,004
1859	1,925	284,353	1,925	284,353
1860	2,190	325,602	2,178	322,782

The import trade of Riga for the year 1860 shows a slight diminution as compared with the preceding year. The total value of goods imported in 1860 amounted to 803,825*l.* sterling, as against 845,510*l.* in 1859, showing a difference of 41,685*l.* less in 1860 than in the former year. Of this amount the value of the import trade from Great Britain amounts to 373,570*l.*, or nearly one-half of the total amount.

The principal articles of import during the year 1860, with their values in British sterling, are as follows:—

	£
Coffee	36,100
Cotton, raw	31,250
do. threads	18,540
do. woollen yarns	20,665
Fruits	16,250
Herrings	103,672
Oil	17,955
Indigo and other Colours	12,513
Dyewood	80,644
Salt	59,268
Tobacco	32,775
Wines and Spirits	89,550
Miscellaneous	284,643

The countries from which these imports were made are as follows:—

	£
Great Britain	373,570
France	95,700
Belgium	5,255
Holland	12,360
Spain and Portugal	41,788
Denmark	3,355
Sweden and Norway	101,975
Hanse Towns	112,642
Other countries	397,900

The number of barques arrived from the interior in 1860 was 528, laden with—

Hemp	18,530	tons
Hemp-yarn	310	„
Crushing Linseed	63,176	quarters
Hemp-seed	151	„
Hemp-oil	93	„
Tallow	400	casks
Tobacco	2,381	tons
Rye	6,262	quarters
Barley	2,928	„
Oats	170,338	„

The annexed Tables Nos. 1, 2, and 3 will show the quantity and quality of flax, hemp, and seeds exported from Riga during the year 1860.

(No. 1.)—STATEMENT of the Exportation of Flax from Riga in 1860.

Countries.	Weight.	1st Sort.	2nd Sort.	3rd Sort.	Total.	Less than 1859.	More than 1859.
Great Britain	Tons.	13,196	8,363	3,718	25,277	...	7,750
France	do.	4,157	1,369	161	5,687	...	2,850
Belgium	do.	1,917	242	⅓	2,159⅓	...	175
Denmark	do.	673	101	½	774½	...	385
Prussia	do.	356	141	...	497	...	147
Portugal	do.	162	316	...	478	188	
Sweden and Norway	do.	141	64	1	206	...	67
Lübeck	do.	148	3	2	153	118	
Holland	do.	122	17	...	139	...	89
Hanover	do.	18	60	...	78	...	79
Spain	do.	15	..	...	15	16	
America	do.	...	...	...	...	5	
Total	do.	20,905	10,676	3,882⅚	35,463⅚	327	11,542

(No. 2.)—STATEMENT of the Exportation of Hemp from Riga, in 1860.

Countries.	Weights.	1st Sort.	2nd Sort.	3rd Sort.	Total.	Less than in 1859.	More than in 1859.
Great Britain	Tons	5,579	1,826	2,783	10,188	3,706	
Holland	do.	865	561	1,520	2,946	...	1,786
Sweden and Norway	do.	830	728	356	1,914	849	
France	do.	906	366	298	1,570	475	
Denmark	do.	215	218	593	1,026	167	
Lübeck	do.	213	55	615	883	312	
Prussia	do.	258	101	236	595	50	
America	do.	410	...	11	421	80	
Bremen	do.	...	...	300	300	252	
Portugal	do.	39	85	140	264	278	
Hamburgh.	do.	...	6	39	45	...	44
Belgium	do.	...	...	2	2	149	
Total	do.	9	3,946	6,893	20,154	6,318	1,830

(No. 3.)—STATEMENT of the Exportation of Seeds from Riga, in 1860.

Countries.	Crushing Linseed.	Sowing Linseed.	Hempseed.
	Quarters.	Barrels.	Quarters.
Great Britain . .	85,875	47,203	560
Holland . . .	43,998	2,765	2,750
Belgium . . .	12,246	40,801	3,000
France . . .	4,075	23,310	
Denmark . . .	3,079	254	95
Sweden and Norway .	574	289	15
Prussia . . .	360	16,702	
Hanover . . .	250	1,210	
Lübeck . . .	6	16,149	
Bremen . . .	...	802	
Spain . . .	178		
Portugal . . .	...		
Total . .	150,641	149,485	6,420

Corn.—The supply of wheat during the year was but small, prices varying from 140 silver roubles in May, to 180 silver roubles per last in September. About 7,200 quarters were disposed of on contract during the winter months to be delivered in 1861, and no larger quantity was expected in the barques from the interior.

The demand for *rye* in foreign markets was much greater in 1860 than in the preceding year. The price of this article varied during the year from 85 to 98 silver roubles per last, and contracts were made for 1861 at from 90 to 100 silver roubles per last. The contracts for delivery in 1861 amounted to 42,600 quarters.

The quantity of tobacco exported from Riga in 1860 will be seen in Table No. 4.

(No. 4.)—STATEMENT of the Exportation of Tobacco from Riga, in 1860.

Countries.	Quantities.	Less than in 1859.	More than in 1859.
	Tons.	Tons.	Tons.
Denmark . . .	359	180	
Belgium . . .	116	...	312
Lübeck . . .	110	50	
Hamburgh . .	34	34	
Prussia . . .	25	...	20
Great Britain . .	3	3	
Sweden and Norway .	1		
Total . .	648	267	332

Barley was in good demand during the winter, prices varying from 85 to 92 silver roubles per last; but a small amount, however, was contracted for per delivery in 1861.

A considerable demand for *oats* existed in 1860, and the supply was by no means equal to the demand. Prices varied from 70 to 80 silver roubles per last. Contracts were made for 1861 to the extent of about 43,400 quarters at prices varying from 70 to 80 silver roubles per last.

The total quantity of corn and grain exported from Riga in the year 1860 will be seen in the following Table No. 5:—

(No. 5.)—STATEMENT of the Exportation of Corn and Grain from Riga in 1860.

Countries.	Measure.	Wheat.	Rye.	Barley.	Oats.
Great Britain	Quarters	15,310	14,671	20,179	300,929
Holland	,,	...	150,288	77,056	3,137
Belgium	,,	4,105	17,333	10,419	8,847
France	,,	...	1,704		
Denmark	,,	450	11,941	715	
Sweden and Norway . .	,,	...	15,170	2,964	
Prussia	,,	...	97	...	15
Lübeck	,,	...	6,595		
Hamburgh	,,	...	960		
Bremen	,,	..	7,066		
Total . . .	,,	19,865	225,823	111,333	312,928
Total in 1859 . .	,,	4,000	52,400	81,932	353,415

(No. 6.)—STATEMENT of the Exportation of Wood from Riga in 1860.

Countries.		Masts.	Spars.	Bowsprits.	Small round timber.	Timber.		Planks and Deals.	Wainscot-logs.	Pipe-staves.
Great Britain . .	Pieces	10	26	15	1,026	46,182	19	250,381	7,263	24,239
Holland . . .	,,	21	217	80	914	43,480	44	197,320	150	6,339
Belgium . . .	,,	...	24	4	...	43,666	...	52,459	31	28,640
France . . .	,,	51	194	119	304	24,177	39	75,624	10	70,746
Spain . . .	,,	...	6	...	42	...	1	19,106		
Portugal . . .	,,	9	32	11	56	161	6	1,202	...	18,739
Denmark . . .	,,	5	28	31	...	16	4	741	...	4,329
Hanover . . .	,,	...	...	...	...	480	...	100	...	240
Bremen . . .	,,	...	...	...	...	764	...	243,436	...	300
Lübeck . . .	,,	...	...	...	...	...	...	...	..	4,370
Total . .	,,	96	527	260	2,342	158,926	113	840,369	7,454	157,942
Total in 1859 .	,,	29	457	149	4,249	109,787	61	879,579	7,205	100,053

The export of *wood* from Riga in 1860 will be seen in the foregoing Table No. 6.

The following is a statement of *salt* imported into the port of Riga for the years 1859 and 1860.

Total quantity of salt imported in 1859, 29,328 tons; in 1860, 25,313 tons: showing a diminution of 4,015 tons in the latter year.

The importation of *herrings* at Riga during the years 1859 and 1860 was as follows:—Norwegian in 1859, 102,744 barrels; in 1860, 110,473 barrels. Scotch in 1859, 1,551 barrels; in 1860, 2,968 barrels. Dutch in 1859, 656 barrels; in 1860, 1,090 barrels.

Tonnage.—The total tonnage owned in Riga on the last day of 1860 amounted to 65 sailing-vessels, measuring 13,938 tons, and 15 steam-vessels, of 1,146 horse-power, and measuring 1,298 tons.

Railways.—The opening of the Riga-Dunaburg Railway, now definitively fixed for the month of September next, is expected to exercise very considerable influence on the future commercial prospect of Riga; there is, however, very great and reasonable doubt expressed by persons well qualified to judge whether, under the existing system of commercial restriction, a great part of the benefit which Riga might derive from the completion of the railways now in course of construction will not be diverted to the profit of other ports equally well situated for receiving and distributing the produce of the districts which these railways will open up, especially the ports of Libau and Königsberg. The heavy charges imposed by the Russian Government and by the authorities of the city on vessels frequenting the port of Riga act as a great discouragement to shipowners, and I believe them to be without parallel in any other European port.

Mercantile and other charges on vessels.—The mercantile and other charges which a vessel is called upon to defray at Riga are as follows:—

On cash advances	2 per cent.
Encashment of freight, in	2 „
Commission of freight, out	2 „
Address-money (according to tonnage)	8 to 30 silver roubles.
Custom-house fees	according to tonnage.
Town dues	ditto.
Church-money	2 silver roubles 70 cop.

Besides a variety of other charges coming under the denomination of "port charges," for which no detailed account is ever rendered.

The annexed statement of the charges falling upon a vessel of 146 tons arriving laden with coals, and clearing with a cargo of flax, will serve to show the expenses to which shipping is liable at the port of Riga:—Merchant's charges, 86 silver roubles 31 copecks; Custom-house charges, 115 silver roubles 45 copecks; town dues, 47 roubles 82 copecks: making a total of 249 silver roubles 58 copecks (equal to 37*l.* 10*s.*), and this apart from all charges for pilotage, towage, and lighterage.

Works for the supply of the city with gas are now in course of construction. A considerable increase in the consumption of English gas-coal will necessarily be the immediate result of their completion, and many British vessels now arriving in ballast will bring freight from Newcastle and the northern English ports.

The following is a statement of British and foreign trade during the year 1860 at the outports attached to this Consular district.

WINDAU.

A

Nations.	Entered.				Cleared.			
	Vessels.	Tons.	Crews.	Value of Cargoes.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£				£
British	7	1,411	60	..	7	1,411	60	960
Russian	34	5,525	230	2,343	36	5,094	230	5,335
Danish	23	1,945	129	1,159	23	1,945	129	5,658
Swedish and Norwegian	22	1,650	108	3,810	22	1,650	108	3,500
Mecklenburg	45	9,993	409	..	45	9,993	409	23,428
Dutch	39	6,280	261	965	39	6,280	261	14,713
Prussian	8	1,363	61	187	9	1,363	61	3,833
Hanoverian	26	2,455	124	1,899	26	2,455	124	17,819
Finland	1	497	14	..	1	497	14	32
Oldenburg	1	114	6	85	1	114	6	799
Total	206	31,233	1,402	10,448	209	30,802	1,402	76,077

ARENSBURG.

B

Nations.	Entered.				Cleared.			
	Vessels.	Tons.	Crews.	Value of Cargoes.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£				£
British	1	123	7	430	1	123	7	..
Dutch	7	1,234	62	956	7	1,234	62	10,652
Mecklenburg	4	812	39	..	4	812	39	9,008
Danish	2	316	15	90	2	316	15	2,330
Hanoverian	1	106	5	..	1	106	5	1,173
Swedish	1	8	3	30	1	8	3	..
Total	16	2,599	131	1,506	16	2,599	131	23,163

LIBAU.

C

Nations.	Entered.				Cleared.			
	Vessels.	Tons.	Crews.	Value of Cargoes.	Vessels.	Tons.	Crews.	Value of Cargoes.
				£				£
British	6	826	41	2,911	7	976	48	1,708
Russian	90	11,462	611	20,488	93	11,822	666	91,705
Danish	43	3,824	251	4,282	43	3,824	251	31,967
French	3	330	21	..	3	330	21	2,147
Hanoverian	27	2,558	158	818	27	2,558	158	27,005
Dutch	40	5,528	294	4,554	49	5,528	294	54,756
Lübeck	7	918	53	1,302	7	918	53	10,218
Mecklenburg	22	3,556	199	..	22	3,556	199	21,750
Norwegian	32	2,300	189	12,415	30	2,160	189	21,569
Oldenburg	6	704	33	26	6	704	33	4,813
Prussian	6	374	27	2,566	6	374	27	4,873
Swedish	1	90	6	..	1	90	6	248
Total	283	32,470	1,883	49,362	294	32,840	1,945	272,759

The average rate of exchange on England during the year 1860 has been 35½*d.* to the silver rouble.

(No. 7.)—REVIEW of the Manufactures at Riga and its Environs, in 1859 and 1860.

Manufactures and Home Establishments in	1859.			1860.		
	No. of the Same.	No. of Workmen.	Value of the Manufacture.	No. of the Same	No. of Workmen.	Value of the Manufacture.
			£			£
Tobacco and cigars	12	1,134	97,750	12	1,284	98,400
Oil	3	75	27,970	3	67	39,495
Soap and candles	9	98	43,516	9	105	44,035
Wheat-starch	1	7	845	1	4	950
Malt	1	2	1,650	1	3	1,890
Bread	...	...	...	1	8	315
Sugar	1	3	2,130	1	2	18,193
Chicory	..	...	...	1	27	75
Spirits and vinegar	1	8	9,437	1	10	11,334
Vinegar	1	2	98	1	2	98
Furniture polishing	1	4	335	1	4	325
Ether	1	4	300	1	2	198
Matches	...	..	...	1	41	740
Paper	4	210	8,485	4	343	26,761
Corkcutting	3	290	17,010	4	300	19,230
Gutta-percha and gum	...	..	...	1	16	1,480
Furniture makers	2	43	3,520	2	65	3,748
Flax spinning	...	...	...	1	118	5,920
Hats, straw, felt, and silk	2	21	2,315	2	25	2,295
Woollen	13	2,058	166,500	5	776	96,493
Tricot and stocking				1	65	3,402
Cotton				4	285	17,730
Wad				1	15	562
Twist and knitting yarn				1	917	23 480
Manchester and cotton stuff				1	216	4,733
Cloth	1	400	129,060	1	415	129,170
Silk	1	55	8,875	1	52	8,478
Leather	2	133	23,670	2	130	33,946
Bone glue	2	2	1,000	2	2	1,000
Prepared manures	1	6	590	1	5	300
Glass	5	98	8,415	5	113	8,780
Cleaned chalk	1	5	135	1	5	150
China and potters' clay	3	309	24,365	4	301	23,400
Bricks	1	120	2,070	1	191	14,312
Woollen and cotton carving	1	6	540	1	7	497
Nails	2	38	7,800	2	37	8,810
Iron wire	...	...	...	1	16	2,220
Machinery	3	291	20,246	3	311	20,500
Steam saw-mills	2	360	46,205	2	370	100,583
Copper mills	1	16	2,115	1	18	3,612
Iron forgery	1	10	1,752	1	10	1,732
Steam corn-mill and steam baking	1	7	602	1	12	2,162
Wind, water, and steam mills	11	41	10 086	11	37	9,858
Breweries	9	80	17,342	9	83	19,570
Total	103	5,936	686,728	111	6,815	810 362

SOUKOUM-KALE.

Extract from a Report by Mr. Dickson, British Consul at Soukoum-Kalé, on the Trade of that Port during the year 1860.

OF the Russian vessels engaged in the indirect or carrying trade which entered this port, 27 were steamers, having an aggregate burden of 17.975 tons. Those that cleared were also all, yet not the same, steamers. Trebizond was the only foreign port with reference to which these boats were so employed. I may also remark that, as these steamers touch at Redout-Kalé and Poti on their way to Trebizond and back, the value of their cargoes to and from the two former ports cannot be correctly ascertained.

The total value of cargoes of Russian vessels (not steamers) engaged in the coasting-trade, that arrived was 1,871*l.*; that departed, 1,643*l.* Of Turkish vessels so engaged that arrived, 2,555*l.*; that departed, 4.391*l.*

The rate of exchange on the 1*l.* sterling fluctuated during the past year from 6 roubles 40 copecks to 6 roubles 60 copecks; the average may be said to have been 6 roubles 50 copecks; the rate to which I have adhered in converting local into English money.

Under the head of manufactures, &c., those imported from Great Britain consisted of cotton cloths and cotton prints, cutlery, earthenware, porter and ale, pickles, &c. Those from Russia of woollen and cotton cloths, boots, hardware and earthenware, and sundry fancy articles. From Turkey, chiefly fruit and vegetables. From France, wine and spirits, liqueurs, &c.

Of the total quantity of box wood exported, fully two-thirds was forwarded to England from Constantinople, to which latter port it was conveyed in Turkish bottoms.

The following are the average charges incurred on this article, per Turkish cantar, at Atsè, the property of a native prince, where the best wood is said to grow; 40 copecks, or 10 Turkish piastres, being the prime cost:—Cutting down the tree (usually performed by Turkish labourers hired expressly from Trebizond), 6 piastres; porterage to the nearest road (performed by natives on their backs), 10 arshines, or about 8 yards of *T*-cotton cloth (inferior quality of 36 yards), here valued at 15 piastres; additional carriage to the spot of embarkation, 3 arshines of the said cloth; guards, boat-hire, 8 piastres; Custom duty, 3 piastres; total, 46 piastres (equal to $1\frac{84}{100}$ roubles, equal to 5*s.* 9*d.*) per cantar (equal to 124 lbs.). The wood is hewed into blocks, each of about 3 feet in length by 6 inches in diameter, and should not have more than three knots on the surface.

No walnut-wood was last year exported from Soukoum-Kalé.

With reference to Indian corn, this grain has formed the subject matter of my last Quarterly Agricultural Report.

Amongst the productions of this province available for exportation, but as yet little known to foreign merchants, are sumach and fustic. Samples of the leaves of the former were last year forwarded to Liverpool, and, after having been tested, were there valued at 9*s.* per cwt.

I may advert, in conclusion, to the contraband trade which continues to be actively carried on along this coast, despite the stringent measures adopted for its suppression on the one hand, while, on the other, the Tariff in operation tends to foster it. Amongst other devices for eluding capture said to be practised by smugglers, who are generally Turkish boatmen, is the following:—The master of a sandal obtains from the

Russian Consulate at the port of clearance, a tezkereh, or manifest, on which the cargo he is about to convey, and the port, real or assumed, of destination are duly specified. Subsequently another of the crew of the boat in question presents himself at the Consulate as master of another sandal bound for the same destination, but has his tezkereh made out "in ballast." On the sandal approaching the spot where the cargo is to be smuggled, should it fall in with a Russian cruizer, the right tezkereh is produced, and, *vice versâ*, the "ballast" tezkereh, should the boat be searched after the goods have been landed. As a rule Turkish sandals bear no names; and by a late Ukase, which has also been available for several years past, any foreign vessel under twenty tons burden may engage in the coasting-trade between the ports of St. Nicholas (Shefketil) and Gagri.

SAXONY.

LEIPZIG.

Report by Mr. Crowe, British Consul at Leipzig, on the Leipzig Easter or Jubilate Fair, 1861.

THE Easter or Jubilate fair opened this year on the 15th of April; and although but a middling one, surpassed the expectations of most of those who believed that the political and mercantile complications on the Continent and in America would exercise a more than usually unfavourable influence on trade. The result of the fair was to show that Germany is, Austria excepted, perhaps, after all, the Continental market which has been least affected by monetary disturbance and political complications.

The fairs of Leipzig have, of late years, been stationary in so far that while they have lost in importance for foreign manufactures, they have slightly increased in value for the German manufactures. This is proved by figures obtained from official sources. I have before me a series of Tables showing the movement of running and fair accounts between merchants and the bonding authorities at Leipzig from 1835 to 1859, the number of such accounts, the quantity in centners of foreign goods brought to the fairs from 1853 to 1860, the quantity of goods that paid duty on fair and running accounts, and that of goods on which duty was immediately paid without the opening of an account, the amount of foreign goods imported, on account, which were afterwards sent abroad through the Transit Office, and the distribution of these goods to the various foreign countries of the Continent. A separate Table shows the amount of goods, the produce of the Zollverein, brought to the fairs from 1842 to 1860, whilst another shows how much of the goods, foreign or German, found their way into the full circulation of the fairs. A third shows the share of the several States of the Zollverein in the goods there freely circulated; and a fourth gives the totals of all goods entered at Leipzig for the years 1855 to 1860. A glance at the Table of running and fair accounts from 1835 to 1859 shows a gradual decrease of the trade so carried on at Leipzig:—

Years.	Import.
	Centners.*
1835 . . .	59,034
1840 . . .	60,032
1845 . . .	59,341
1850 . . .	41,824
1855 . . .	36,782
1859 . . .	32,173

* 1 centner equal to 110¼ lbs. avoirdupois.

Taking the goods severally, one finds that some of them have decreased in the running and fair accounts more than others, whilst some have positively increased. Thus cotton and woollen yarns, which in 1835 were imported into Leipzig on running and fair account to the number of 556 centners, rose in 1845 to 1,124, and fell in 1859 to 298 centners.

It must be borne in mind that cotton and woollen yarn, chiefly from England, does not usually take advantage of the bonded warehouse system, but that it pays duty on passing the German frontier; and it is well ascertained that these goods have not only maintained themselves, but have for ten years past increased in the amount imported.

Cotton manufactures imported on fair or running accounts were, in 1835, 35,184 centners, and gradually fell in 1859 to 15,508 centners.

Linen wares have gained. In 1835 the import on account was 281, in 1859, 1,043 centners. This is chiefly owing to the fact that the Germans have damaged their trade in this article by mixing cotton with it.

Silk wares have remained stationary, so also half silk and wool.

A slight decrease is observable in woollen goods, which were, in 1835, 13,481 centners; in 1845, 26,610; and in 1859, 8,193.

Leather shows an increase from 526 centners, in 1835, to 1,456 centners in 1855, only reduced to 983 centners in 1859.

Hardwares, coarse, English, have slightly diminished, from 2,818 centners, in 1835, to 2,141 centners in 1859.

Silk, dyed, and silk twist has been reduced to the small export of 34 centners, in 1859, and glass wares from 1,357 centners, in 1835, to 403 centners in 1859.

Leipzig, as clearly appears from the above, is losing its importance as bonding warehouse for Germany, but it is gaining importance as a market for foreign manufactures, as will appear from the following Table:—

Foreign-manufactured Goods of all kinds that have paid Duty in and out of the Fairs of Leipzig.

Years.	Centners.	Years.	Centners.
1837	. 28,794	1849	. 38,215
1838	. 32,539	1850	. 40,578
1839	. 34,531	1851	. 42,439
1840	. 38,848	1852	. 40,779
1841	. 38,467	1853	. 41,853
1842	. 41,595	1854	. 43,889
1843	. 35,726	1855	. 47,677
1844	. 31,408	1856	. 54,107
1845	. 34,305	1857	. 54,291
1846	. 33,987	1858	. 41,005
1847	. 30,392	1859	. 80,395
1848	. 26,744		

The relative importance of the trade in foreign goods at the fairs, and the general trade for goods at Leipzig, will be seen from the following comparative Table:—

Foreign Goods.

TOTALS of Goods that paid Duty at Leipzig in the Year—		TOTALS of Goods that paid Duty at Leipzig, and were brought to the Fairs, in the Year—	
Years.	Centners.	Years.	Centners.
1855	. 47,677	1855	. 22,721
1856	. 54,107	1856	. 25,714
1857	. 54,291	1857	. 28,425
1858	. 91,005	1858	. 24,542
1859	. 80,395	1859	. 23,022

Thus it would appear that whereas in five years the foreign goods paying duty at Leipzig have almost doubled, the trade at the fairs during the same period has remained almost stationary.*

Widely different is the result as regards goods manufactured in the States of the Zollverein. The following Table shows a slow but gradual increase of the trade in these goods at the fairs:—

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* It is impossible to state how much of the goods entered for consumption out of fair time is present at the fairs.

Import of Goods Manufactured in the Zollverein and brought to the Fairs.

Years.	Centners.	Years.	Centners.
1855	369,437	1858	385,438
1856	377,301	1859	367,557
1857	399,880	1860	384,898

This increase does not, however, fall upon all classes of manufactures alike. In cotton wares there is no increase visible.

In silk and half silk, and in linen wares, the increase is unimportant; but in woollen manufactures, and all others generally, such as iron wares, glasses and mirrors, woodwork, instruments, ready made clothes, copper and brass-work, hardware, leather, paper, porcelain, furs, carpets, &c., the increase is noticeable.

As regards the share of the several States of the Zollverein, Prussia and Saxony take the largest part. But in the increase Prussia is the most behindhand.

Saxony's chief imports to the fair are cotton and woollen manufactures, the latter in greater proportion than the former; the same preponderance is noticeable as regards Prussia.

In silk and half silk manufactures the Prussian import is greater than the Saxon. In linen the reverse. In all other articles the import from Saxony, though it has doubled since 1843, is still below that of Prussia.

The other countries of the Zollverein import cotton and woollen manufactures to the extent of one-fifth of the quantity brought to the fairs by Saxony.

Silk and half silk manufactures they furnish in quantity a little less than Saxony. In the linen trade they take little or no part. In all other articles they furnish more than Saxony.

The impression to be derived from a general review of the facts above-mentioned is, that Leipzig, as regards its fairs, only is losing importance in so far as foreign manufactured goods are concerned, but is still of great value for the trade of Saxony and the States lying in its immediate vicinity, and that as regards the trade of Leipzig in general, it is increasing yearly.

To have a just idea of what that trade is, one need but cast a glance at the Table in which the total import of the year at Leipzig is exhibited. The import hitherto given of Zollverein goods to the fairs are the import of about eighteen weeks in the year, which, as has been seen, amounted, in 1860, to nearly 400,000 centners. The import of the year for all goods, including foreign, greatly exceeds those figures, as the following Table will show:—

Goods Imported from all Quarters into Leipzig by Rail and Land-carriage.

Years.	Centners.
1858	4,796,412
1859	4,803,868
1860	5,207,802

The amount of duties raised on foreign goods may be seen from the following Table:—

Years.	Thalers.	£ Sterling.
1853	1,168,179	175,226
1854	1,117,203	167,580
1855	1,307,354	196,103
1856	1,484,903	222,735
1857	1,606,171	240,925
1858	1,601,752	240,262
1859	1,493,800	224,070
1860	1,599,695	239,954

The principal export trade of the Leipzig fair goes eastward to Austria, Moldavia and Wallachia, Turkey, and Russia. The Tables of the Leipzig Revision (Transit) Bureau show, to a certain extent, the fluctuations of these exports. The figures only represent, of course, a portion of the trade to those parts. They are as follows:—

Years.	Centners.
1855	10,666
1856	13,228
1857	15,250
1858	11,296
1859	7,796
1860	9,459

The exports are chiefly cotton and woollen manufactures, old clothes, and hardware.

The figures quoted plainly indicate the crisis which has affected the Eastern parts of Europe since 1857, a crisis from which they have not as yet recovered. The same causes which prevented Austria last year from being a buyer at Leipzig, namely, the confusion of her finances and the difficulties of her political situation, exist at the present hour.

Russia is still trying experiments to restore the circulation of money, but as yet these experiments have had little results, and the Russian interest was not strongly represented at this fair. The Russian agents from Breslau and East Prussia, who usually do a good business here, were absent. The Poles were kept away by the disturbances at Warsaw. The Danubian Principalities were feebly represented, as the state of the Austrian money market reacts on them, and Turkey is now perhaps in a worse financial position than ever. Heavy failures in houses trading with the Levant were announced at the outset of the fair. The trade in cloth and ready-made clothes to the United States was paralysed by the bad state of the markets on the other side of the Atlantic, caused by the separation of the Northern and Southern States.

That, under these circumstances, the Easter fair should have been even a middling one is fortunate. There were a good many buyers for the Zollverein, for Holland, Norway, Sweden, and Italy.

Leather.—The Leipzig fairs usually open for the leather trade earlier than for all others. Leather is an important branch of trade at the three fairs, and the supply has nearly doubled in twenty years.

Years.	Imports.	Years.	Imports.
	Centners.		Centners.
1842	36,770	1855	61,700
1843	36,510	1856	61,000
1847	43,450	1857	58,570
1850	47,320	1858	54,700
1851	53,030	1859	57,120
1853	52,510	1860	59,200

The supply of leather at this fair was in proportion to the above quotations, and at the following prices:—

		Per centner.						
		£	s.	d.		£	s.	d.
Prime Luxemburg and Malmedy sole leather		8	8	0	to	9	0	0
Inferior ditto		7	4	0		7	16	0
Prime Rhenish ditto		8	8	0		9	0	0
Inferior ditto		7	4	0		7	16	0
Prümmer sole leather		6	6	0		8	2	0
Eschweger ditto		6	6	0		8	2	0
Schweinfurt ditto		7	13	0		7	19	0
Franconian ditto		6	6	0		7	4	0
Inferior Franconian ditto		5	14	0		6	0	0
Prime cow leather		7	4	0		8	2	0
Inferior ditto		6	12	0		7	4	0
Neat's leather	per lb.	0	1	5½		0	1	10½
Brown calf leather	„	0	2	4¾		0	2	9½
Kips	„	0	1	8¾		0	2	0
Inferior kips	„	0	1	5¾		0	1	6

Sheep's leather unchanged.

In proportion, those prices are lower by 15*s.* to 20*s.* per centner than those of last Michaelmas fair. There was some anxiety before the fair as to the prices which might be realized, as it was expected that lower ones must be submitted to; and it was known that leather had gone badly at the fair of Frankfort-on-the-Main. A great deal of the supply on hand remained unsold, notwithstanding the fall in prices.

The only article in good demand was neat's leather, of which there was a short supply. The import of calf leather was very large. The fair was over-stocked with dyed sheeps' and lacquered leather.

Hides.—German ox-hides were in light demand; light at 4*l.* 19*s.* per centner; heavy at 4*l.* 10*s.* Good horse-hides were in demand at 6*l.* 6*s.* per decker. Lacquered skins fetched 15*l.* to 19*l.* per 100.

Cloth and Woollens.—The fair for these important articles was better than that of last Michaelmas. In this branch of manufactures, as, indeed, in the equally important one of cotton manufactures, the market had suffered depression from overstocks. The manufacturers, taught by experience the disadvantage of throwing too many goods on the market, preferred working short time this winter. Some even closed their factories. The result is, that old stocks ran off.

The supply at market, under 40,000 centners, was not too large, and prices improved at the rate of about 2*d*. to 6*d*. per ell* for most of the goods brought to the fair. Though this improvement still leaves prices too low to be very remunerative at the present high rate of the raw material, it produced a gratifying result, when one considers that the export markets to the eastward and to North America are closed, the exports to the United States being crippled not merely by political disturbances but by the new Tariff.

Though in reference to pattern and make there was nothing new to notice, still it was remarked that the German makers from all parts had paid more than usual attention to the prevailing fashion, and the produce of many looms which hitherto had been remarked for antiquated style, was newer and more suited to the taste of wearers of the present day.

Prime buckskins, paletot cloths, plain cloths, zephyrs, and ⅞ cloths went well and rapidly.† Summer cloth, and stuffs for paletots and ladies' mantles, chiefly of light colours, were quickly bought up, the produce of Leissnig and Lückenwalde (Prussia) having the preference.

The woollen and half-woollen stuffs of Meerane and Glauchan (Saxony) had a good sale. The manufacturers had sent little to the fairs, being busy with new orders. The woollens of the sort called Thibet were an exception; being more suited for autumn than spring wear, and unsuited to the present fashion of crinolines, they remained without demand. Printed half wool and silk stuff of the class called "ripps" was in good quantity for sale. Gera, in Reuss, which hitherto only sent woollen goods to the fair, has begun to manufacture this mixed article.‡

Trowsers patterns, chiefly with stripe, were in demand; and for ladies, *rattinés*, or curled stuffs, and diamond pattern from Leissnig, generally for summer wear, were preferred.

The English wool and half-woollen stuffs from Bradford, Huddersfield, and Leeds maintained their old superiority; paramattas, orleans (camlet), and alpacas going off well at increased prices.

It is officially admitted here, that of the foreign imports of these and other goods, half cotton and wool and part silk and wool, the English share is 95 per cent. of the whole. It is not strange that in competition with France and other foreign countries England should maintain her lead, but it is remarkable that this superiority of England should continue at Leipzig, in the face of low wages and increased skill in German manufacturers. The latter, they say, do not despair of overcoming opposition, and the commission-merchants trading with England are not sanguine as to her maintaining her position. They suffer great vexations from the Custom-houses, which are in the habit of classing all the goods they can under the head of pattern-stuffs ("façonné"), where there seems no cause for their so doing except that more money is thus brought for the time into the Zollverein Exchequer. They complain very properly of the Tariff which, for half-woollen as well as cotton stuffs, charges duties varying from 33 to 50 per cent. *ad valorem;* and they express fears lest the French Government, in its negotiations with Prussia, should obtain advantages that might be denied to other nations. That English half-woollen goods still find a good market here is, however, evidently caused by the fact that the British manufacturers possess means and advantages which do not exist in Germany. The wool used in England is long, stiff, and bright, and particularly suited to give glance to mixed stuffs. The Germans, in order to compete successfully, must still continue, as of old, to import this wool in the shape of yarn; and as they are also unable to produce the necessary fine cotton wefts, these also must be imported.

The chief buyers at the fair were agents for the German States and South Germany, who purchased for Switzerland and Italy. Holland, Sweden, and Norway were also represented.

The loss to the Zollverein caused by the low quotations in the markets of the United States may be conceived if, as I am credibly informed, it be true that cloths are a staple of American imports to which Germany contributes for upwards of one-half of the whole.

A large business was done at this fair in woollen yarn from England, of which the yearly import of late has been:—

Years.	Centners.
1859	38,738
1860	38,620

A slight stagnation had created a depression in England, and the agents here were prepared for lower prices, but it was known to a few that a rise had suddenly taken place, and quantities were bought at the lower price before the English rise was generally made public.

Cotton Manufactures.—The market for cotton goods was, on the whole, but middling. For two years Leipzig had suffered from the small demand caused by the prevalence of cold and rainy weather, and the manufacturers laboured under the disadvantage created by the high price of the raw material. The latter cause of depression has since, to a certain extent, disappeared.

The weather at this fair was cold, and rain and snow kept back purchasers.

In ordinary plain stuffs of German, including Austrian, manufacture, there were large stocks on the market, and prices were consequently depressed.

The trade in calico prints, though not actually large at reduced prices, showed an improvement on previous fairs.

The German printers made an extraordinary effort this year to compete with the French in excellence, and with the British in cheapness. They succeeded in bringing to the fairs cotton prints quite as good as the former, and not much dearer than the latter.

Although the demand for inland consumption remained dull, that for export, notwithstanding the unfavourable condition of the trade, was more satisfactory, and gave the dealers a good deal of hope.

The goods which were remarkable by their finish and cheapness at this fair were those of Lerrash and Büttelo in Baden, of Augsburg in Bavaria, and of Eilenburg in Prussia.

Jacconets and muslins of English and German manufacture were a middling fair, the former, when of prime quality, having the preference from buyers. The first sorts of French manufacture likewise had a sale.

There was a good supply and a tolerable demand for English cotton velvets and velveteens, which remain unrivalled on the German market, notwithstanding the incessant efforts of the manufacturers in this country to gain the upper hand in this branch.

There was some business in the finer sorts of cotton yarn and twist, the import of which from England is on the increase. In 1859 the import of yarn and twist to Leipzig was 44,008 centners; in 1860, 43,794 centners. The import of 1861 will be larger.

Hosiery.—In articles of Saxon manufacture the supply was large, and the sales middling. This trade has hardly yet recovered from the crisis of 1857. It suffered then from the extravagant system of credit, which gave an unsafe extension to stocks of every description.

The lowness of the trans-Atlantic market seriously threatens the trade again. The supply of Nottingham cotton lace and tulles was good, and this branch of English manufacture still has the preference over the German at the Leipzig market.

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* One ell equal to 2 feet English.

† These cloths were chiefly from Torste, Spremberg, Guben, and Kottbus, and from the Saxon towns of Werdau, Crimmitschau, Zwickau, and Grossenhain. The supply at the fair was from 100,000 to 110,000 pieces, of which about two-thirds were sold.

‡ There was likewise a good sale for merinos, and white and coloured flannel.

Linen.—The import of goods to the Leipzig fairs fluctuated as follows in past years:—

Years.	Imports.
	Centners.
1853	27,344
1854	25,148
1855	27,243
1856	30,250
1857	32,209
1858	30,599
1859	21,949
1860	24,585

The linen trade rose to its maximum in 1857, and has since fallen below the average of the previous five years. The diminution in the supply has not, however, arisen from any falling off in the imports from abroad. On the contrary, the supply from England has increased. But the Germans have shaken public confidence in their goods by the admixture of cotton in their linens. The falling off in the total demand at Leipzig is owing to the temporary decline of the export market; the home market having rather improved this year. The demand at this fair for linen goods was better than that of last year, and a fair business was done, although at comparatively low prices. The supply of damasks, particularly from Gross Schonau, was large, but the business in that article, which is one of luxury, was dull. There was, on the other hand, a brisk demand for ready-made clothes and shirts, such as Bielefeld furnishes in large quantities. English linen of the dearer qualities also had a sale; Irish goods, notwithstanding high duties, beating the native article in this market. In French and Belgian goods there was no business; a little was done in Dutch linen. Machine-spun yarn was in good supply, and went at depressed prices, whilst hand-spun yarn maintained a higher rate. The imports to the fairs of linen yarn in 1859, were 2,642 centners, and in 1860, 2,862 centners.

Glass-wares.—There was, as usual, a supply of mirror and house-glass at the fair, which went off at previous prices.

Bohemia furnished her usual quantity; besides a vast mass of small wares from Liebenau, Gablenz and Morgenstern, consisting chiefly of beads, imitation pearls, imitations of precious stones, and ornaments of all kinds.

The extraordinary cheapness of these articles attracted many purchasers, both for home consumption and for export, and a very large supply was speedily exhausted.

Sewing machines were in quantities at the fair, one of which secured particular attention by its cheapness (5 thalers). It is the invention of a Mr. Colla, of Halle.

Bristles were in good supply, and went off at the prices of last fair.

Silk.—The trade in this branch of manufactures was particularly dull, owing to the general tendency of consumers to purchase only articles of absolute necessity, and owing also to the absence of the Poles, Russians, Moldavians, Wallachians, and Gallicians. The high price of the raw material making silk goods dear, acted upon the market. The result is that the sales were dull, although, on the whole, official Returns for the past year have not indicated a falling off in the home consumption of Germany. The silks of Elberfeld and Crefeld were in small demand, and very little business was done.

In ribbands, it is said, that at this fair the trade was unusually bad.

The dearness of Chinese raw silk has given a fillip to the trade in the same article from Lombardy. Chinese silk tram, No. 40 to 45, is at this moment 1*l.* 6*s.* 9*d.* per pound in London. The same number of Lombard silk can be sold at Leipzig at 9 thalers, or 27*s.*, the Italian pound, which gives an advantage to the latter of 10 per cent. by the difference of weight between the English and the Italian pound.

Sewing silk had a brisk sale.

Hardware.—This article, of which England furnishes the greater part imported into the Zollverein under the denomination "coarse," laboured, like other manufactures, under disadvantages arising from the close of the export markets to the eastward.

There was a good trade, however, in articles for common use, and in ironmongery. Fine hardware had no sale.

Furs.—The fur trade, which is an important feature of the Easter fair, was disturbed by several causes. The American buyers kept aloof from the market, not knowing what turn affairs might take in their own country.

The Greeks, who are usually large buyers, took but little, owing to want of money, their business being curtailed by the bad state of Turkish finances.

The Poles, however, did a good business, the Warsaw troubles having had no influence on the fur trade. Russian furs were not at market, and have as yet not arrived. The little business done was good, and at higher prices, the demand being chiefly for Nerzen, beaver, musk, and skunks. In German furs prices steadily improved to the close of the fair.

Foxes, for Russia, were in demand at prices varying from 2*l.* 2*s.* to 2*l.* 5*s.* and 2*l.* 8*s.* Fitches were bought for France and Germany at 8*l.* 5*s.* to 8*l.* 14*s.* per centner.

Tree martens were in large demand for Russia and Poland, and sold well according to colour and quality.

Otters were taken in good quantities, chiefly for the Russian market.

Badgers are usually an article in demand for France. For these, however, the sale was small. Hare skins went well, and at prices above those of last fair. There was, as usual, a brisk trade in rabbit-skins.

For the state of the money market, I beg to refer to my Report on the trade of Leipzig contained in my despatch, Consular, No. 9 of March 14, 1861.

Money was plentiful, and discount easy at 3½ to 4 per cent. Exchange on London at three months, 6·19 to 6·19¼.

The annual meeting of the book trade took place during the fair. It is now impossible to give the amount of business done, inasmuch as the book trade being no longer confined to the fairs, but extending over the whole year, the booksellers have ceased to publish their usual catalogue. It may be remarked, however, that the sale of books during the fair was considerable, and payments regular. The book trade here has received with great interest the news of the repeal of the paper duty in England, and they hope that in consequence of that repeal, the duty of 15*s.* per centner on the import into England of German books, will be reduced to the same level as that charged on English books imported into the Zollverein, namely, 1*s.* 6*d.*

SIAM.

BANGKOK.

A Report on the Foreign Trade of Siam during the year 1860; drawn up by direction of Sir Robert H. Schomburgk, Her Britannic Majesty's Consul at Bangkok, by Mr. Henry Alabaster, First Assistant in the Consulate.

Shipping.—THE total amount of shipping which entered during the year 1860, excluding junks, was 265 vessels, of 106,910 tons, against 214 vessels, of 88,460 tons, in 1859, showing an increase of 66 vessels, or 23,350 tons.

I believe that the number of Siamese entries is a little understated, but there are no public records available by which to check the private lists from which this estimate was taken; otherwise the Return is reliable.

The amount of shipping which cleared from the port during 1860, excluding the junk trade, was 277 vessels, of 116,184 tons, against 218 vessels, of 93,016 tons, which cleared in 1859, showing an increase of 59 vessels, or 23,168 tons.

British Shipping.—As regards British shipping the comparison stands:—

There entered in 1860, 75 vessels, of 28,271 tons; of 1859, 75 vessels, of 27,545 tons: an equal number in vessels, but an increase for 1860 of 726 tons.

There cleared in 1860, 68 vessels, of 25,946 tons; in 1859, 87 vessels, of 30,258 tons: a decrease for 1860 of 9 vessels, or 4,337 tons.

British vessels may have been in some degree drawn off for the transport service in China, which would account for their not enjoying the benefit of the demand for tonnage here, which very much increased the employment for Danish and Hanseatic vessels.

Commercial.—The Returns of imports during 1860 are evidently much understated, for though the exports amounted in value to nearly 800,000*l.* (value free on board), the bulk of which must have been returned to Siam either in produce or dollars, the tabulated importations do not amount to 500,000*l.*

The absence of anything worthy the name of Customhouse supervision, the unwillingness of the authorities to communicate even the little knowledge they have, and the impossibility of obtaining any reliable Returns from the native merchants, are the main causes that the Tables are so unsatisfactory. But this uncommunicativeness is not only confined to native merchants; some foreign merchants seem to have an equal objection to their importations being known.

The principal importing house here, a British firm, give as their opinion that the sales in 1860 over 1859 improved more than 10 per cent; but I conceive this was only their own experience. I believe that they are drawing the trade out of the hands of the native merchants, which is the very natural result of the system hitherto pursued in Singapore, of giving three months' credit on the purchase of piece goods, under which system Chinese traders, without capital, buy a quantity of piece goods, send them to Bangkok, force their sale to procure funds for the purchase of a return cargo of produce, and trust to having sold their produce in Singapore in time to pay for their goods without loss of credit. Such a business cannot stand against the steady operations of capitalists importing their own goods and storing them for sale when the markets are favourable, and its decrease has been more rapid from the reason that Siamese produce has of late not been in such demand at Singapore as it used to be.

Giving this change in the nature of the trade its due weight, my conviction is, that the import of piece goods has become more steady, and is altogether in a more healthy condition than ever previously.

But there is one trade the falling off in which has become so serious that I must dwell a short time on it. It is that in spotted chowls, or sarongs, so much in use here, and entirely brought from Bombay. Their sale has hitherto served to lay down funds for the purchase of return cargoes of sugar. The high duty now payable on sugar imported into India has seriously injured this trade, and I am sorry to say the Bombay merchants here are evidently much less prosperous than they used to be.

A comparison of the Tables shows that, whilst in 1859 sarongs were imported to the value of above 80,000*l.*, during 1860 the imports did not reach to 40,000*l.*

Efforts are now being made to procure an article from England to supersede the Bombay sarong, but only a few samples have yet arrived.

There has been during the year a considerable and increasing importation of spirits (certainly greater than 4,000*l.* worth, as stated in the Return), which are, by some importers who have made this trade their principal business, sold in very small quantities—it may be said, sold retail—in order to attract native purchasers.

The spirit is all of the very worst description; lowness of price is all that is regarded. The Siamese authorities, who consider its sale an evasion of the Treaty, are endeavouring to prevent it, and some arrangements with the Treaty Powers will be needful.

Commercially speaking, the trade is an unnatural one. Better spirit than that sold can be manufactured in the country at a cheaper rate, and the foreign spirits find a sale only because the heavy duties levied on native distillations act as a protective duty on the foreign article, which has hitherto entered duty free as "stores for European consumption," and which, under the present Tariff, could not be charged more than 3 per cent.

I will now mention some articles of trade the amounts of which are very incorrectly rendered in the Tables.

The import of opium is stated to be 237 chests; in reality, about 500 chests are imported every year.

Of copper, the consumption in the dockyards is considerable; the repairs of several foreign vessels, and the Siamese navy of 23 steam-vessels and 67 sailing-vessels, must take annually an amount to which that reported is comparatively trifling.

Again, whilst less than 1,000*l.* worth of jewellery, watches, and fancy articles are reported, I am informed by jewel-dealers that the yearly import of precious stones varies in value from 10,000*l.* to 20,000*l.* coming from Singapore, Bombay, and Batavia. The imports of watches, European jewellery, and fancy articles must exceed 2,000*l.* additional.

With respect to the importation of Chinese manufactures, there is no means of getting information. The trade is a large one: for instance, of silk goods, almost every woman in Siam above the lowest class has China-silk scarves in constant wear. Besides this there are imported large quantities of Chinese paper, crockery, brass-ware, tiles, joss-sticks, preserves, fans, and other articles, which the immense Chinese population are habituated to the use of, and can scarcely do without.

But I believe the great deficiency in the Return is as regards specie; doubtless many boxes of gold-leaf and many thousands of dollars are imported without report, both by natives and foreigners.

Exports.

The export trade of 1860 was, on the whole, considerably larger than that of 1859, entirely in consequence of the demand for Siam rice in China, the exports of other articles having in almost every instance diminished.

The junks carry away valuable cargoes; the main bulk of the cotton is exported in them, together with a large amount of sapan wood, and considerable quantities of the less important articles of export.

A comparison of the two years' Returns shows that the total value of exports (excluding the junk-trade) was, in 1860, 770,514*l.*; in 1859, 655,844*l.*, an increase of 114,670*l.*

Rice.—There was a good demand for Siam rice throughout the year. The exports rose from 830,259 piculs in 1859, to 1,722,813 piculs in 1860, an increase of 892,554 piculs. The average of the three years 1857, 1858, and 1859 was about 1,100,000 piculs; hence the improvement over the average amount is about 600,000 piculs, or in value about 150,000*l.*

The price of good cargo rice, free on board, varied from 2 to nearly 3 ticals.

There is every reason to believe that the cultivation of rice is increasing as fast as the demand; it appears to be more popular with the natives than any other work.

The sugar trade has not been so prosperous. The Tables show:—Exports in 1860, 147,000 piculs, value 160,999*l.*; in 1859, 205,755 piculs, value 216,897*l.*, a decrease of 58,755 piculs, value 55,898*l.*

The reasons for this are partly internal, partly external. Internal—a decrease in produce, the cultivation having been found less profitable than that of rice. External—a diminished demand, reducing competition, and so preventing the price rising proportionately with the price of every other article of trade in Siam.

The diminution in demand was influenced in part by the new Indian Customs duties, which caused that Bombay, instead of taking 22,873 piculs, value 35,948*l.*, as in 1859, took only 9,315 piculs, value 11,524*l.*, as in 1860, a decrease of 13,558 piculs in amount, and 24,424*l.* in value.

It was also influenced by the unsettled state of affairs in Europe, which made shippers here very cautious in their operations, and reduced the exports to Europe from 59,327 piculs, value 62,238*l.*, as in 1859, to 43,064 piculs, value 40,423*l.*, in 1860, a decrease of 16,263 piculs in amount, and 21,815*l.* in value.

Of the articles of export, next in importance to rice and sugar, stands pepper, the exports of which were considerably greater in 1860 than in 1859, but as so much pepper is taken away in junks and otherwise, without being reported, we cannot tell the real improvement.

The same difficulty exists to prevent any comparison of the sapan-wood trades of different years. The Tables show a falling off from 140 piculs, valued at 44,434*l.*, in 1859, to 62,473 piculs, valued at 16,067*l.* in 1860; a decrease of 78,352 piculs, or value, 28,367*l.*

This decrease may have been partly counter-balanced by the amount taken direct from Whae-wan, a Siamese port on the Western coast of the Gulf, from which almost all the sapan-wood comes. Last year (1860) several large vessels loaded at that port entirely with sapan-wood, thereby taking, probably, more than 40,000 piculs of wood from the market here.

The very low price now obtained for sapan-wood in China, and the absence of any demand for it in England, would sufficiently account for a considerable decrease of the trade.

The exports of teak during 1860 were less than usual, owing, probably, to there being no orders for it, as it was to be procured to the same amount, and no dearer than in other years.

Of cotton there is but a small export, and that in native hands for the China market. The Siamese, though cultivating it in their gardens all over the country, do not seem inclined to enter on its cultivation on a larger scale.

The items hides, horns, sticklac, cardamums, and tin, all show a great falling off from the average, which is, I believe, partly to be accounted for by the exhaustion of the old stock that was in store at the time the Treaties were made. But to understand the very great difference between the amounts of hides, horns, and dried meat, exported in 1859 and 1860, which stand respectively:—

	Hides.	Horns.	Dried Meat.
	Piculs.	Piculs.	Piculs.
In 1859 ..	25,136	5,422	11,162
In 1860 ..	5,950	2,143	about 600

It must be known that these exports (with the exception of deer hides and horns) depend entirely on the number of animals dying a natural death during the year, as buffaloes are never slaughtered for this trade. In 1859 a great murrain swept off an exceeding number of cattle, whose horns, hides, and meat were all turned to account for exportation.

I doubt whether gum benjamin was exported to the amount stated. I believe the Return must include bark and wood. I understand that the difficulty of obtaining gum benjamin increases yearly; and it is feared that the tree from which it is obtained is being recklessly destroyed without provision being made, by planting, for future supply. Sir Robert Schomburgk, in his journey to Laos, ascertained that gum benjamin is not found in Siam or Laos (as hitherto believed) but is brought from the South-Western provinces of China.

Of minor articles, such as ivory, teel-seed, gamboge, &c., I forbear to speak, as the trade in them being mainly in native hands, it is impossible to obtain any reliable statistics or information about them.

Summing up, I may observe that though there has been a considerable decrease in the export of many articles, especially to be regretted in the case of sugar, such decrease has been more than balanced by the immense increase of the rice trade, so that the business of our merchants, that is the trade of the port, has been satisfactory, steady, and improving; and I am happy to add there is promise of its continuing to improve during the year 1861.

SPAIN.

BILBAO.

Report by Mr. Young, British Consul at Bilbao, on the Consular Districts of Biscay, Guipuzcoa, and Old Castile, 1860.

Shipping and Navigation.—The Return of British shipping entered and cleared at this port during the past year shows a large increase when compared with the preceding year:—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
1859 ...	16	2,026	17	1,908
1860 ...	50	6,580	48	6,420
Increase ...	34	4,554	31	4,512

The shipping of all nations exhibits also a considerable increase:—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
1859 ...	466	33,347	436	27,517
1860 ...	542	47,570	523	45,258
Increase ...	76	14,223	87	17,741

The coasting trade is flourishing, without, however showing any remarkable change:—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
1859 ...	823	26,706	973	33,223
1860 ...	937	29,960	918	28,245

While the increasing activity in shipping is dependent on the advance of commerce generally, the large importations of railway material which have taken, and still continue to take place, have no doubt contributed much to the advance observable in the above statistics of the shipping frequenting this port. British vessels, however, do not appear to have had their fair share of this trade; two reasons offer themselves to account for this. The portion of material consisting of railway sleepers and planks coming from the Baltic have been monopolized naturally by northern flags—Norwegian, Dutch, and Prussian. The rails, machinery plant, and coal from England have been principally conveyed in French vessels, for which Bilbao is a favourite port, in consequence of their taking return cargoes of iron ore, in great demand at the French forges. This inducement, combined with the comparative cheapness with which they sail, enables French ships to take lower freights from the United Kingdom than English vessels, which have little chance of obtaining homeward freights from Bilbao, care to accept. If the exceptional export duty on iron ore (1½ reals per quintal) which was long since established by a narrow local policy and influence at this port, were removed, this material, for which there is always a market at a certain price in the Welsh ports, would furnish return cargoes also to British ships, and it is probable would enable them to hold a much more important place in the carrying trade of this port.

With respect to this injurious tax, it is probable that the province, and influential individuals connected with the iron trade, would now view with satisfaction its discontinuance; but it is to be feared that the Spanish Government will not at this moment, when consenting to assist in the construction of the proposed port of refuge, be disposed to relinquish any source of revenue derivable from this district.

British ship-masters have no reason to complain with regard to the port dues, and expenses at this port, which are not heavy compared with other ports, and are levied without any distinction equally on British, national, and foreign vessels.

The expenses of a vessel from 100 to 150 tons are from 15*l.* to 25*l.*, according to circumstances of loading outwards, or returning in ballast.

British and foreign vessels are, however, wholly debarred from the coasting trade, except as far as concerns the carriage of indigenous coal, and although not actually prohibited from the colonial trade, the differential duties levied on foreign bottoms virtually exclude them from it.

The steam communication with the port continues to increase, and the following Table will show the existing lines:—

Lines.	Number of Steamers.
London and Bilbao	2
London, Bilbao, and Barcelona	1[illegible]
Liverpool and Bilbao	2
Bilbao and Seville	3
Bilbao and Barcelona	2
Bilbao and Amsterdam	1
Bilbao and Bayonne	4, and 2 more expected.
Bilbao, Santander, and Corunna	3

All these vessels are under the Spanish flag.

This branch of trade exhibits a gradual decline, and the annual increase in steam communication leaves small hope of revival.

	Ships.	Tons.
1859 ...	29	3,641
1860 ...	10	2,010

No changes affecting navigation have to be noticed under this head since the last Report.

Trade and Commerce.—The total value of the exports from Bilbao for the past year, according to the Return furnished, shows a very large advance over the exports for the previous year, and is mainly in consequence of considerable exports of wheat and flour, which were resumed at this port.

The value of the wheat and flour shipments being deducted, still leaves, however, for other exports more than double the amount of the previous year.

The following Table exhibits the increase referred to, as well as a gradual increase in the general trade of this port:—

	Wheat and Flour.	General Exports.	Total.
	£	£	£
1858 . .	56,984	12,480	69,464
1859 . .	5,839	21,652	27,491
1860 . .	123,463	53,755	177,281

The following is an analysis of the Export Return:—

Countries.	Articles.	Value.
		£
Cuba . .	Flour, 72,386*l.*; vermicelli, 1007*l.*; preserved food, 16,012*l.*; beans, 398*l.*; guns, 691*l.*; wines, 3,618*l.*; iron beds, 827*l.*; linen, 815*l.*; straw paper, 149*l.* .	96,004
Great Britain .	Wheat, 16,058*l.*; flour, 35,019*l.*; vermicelli, 75*l.*; preserved food, 699*l*; beans, 97*l.*; bran, 244*l*; chestnuts, 1,02[illegible]*l.*; madder, 8,967*l.*; liquorice (in paste), 2,473*l.*; cocoa, 3,928*l.*; guns, 49*l.*; wines, 454*l.*; minerals, 219*l.*	69,306
France . .	Vermicelli, 18*l.*; preserved food, 377*l.*; lamb-skins, 1,320*l.*; bran, 142*l.*; liquorice, 9*l.*; cocoa, 4,125*l.*; guns, 227*l.*; wines, 1,821*l.*; minerals, 3,134*l.* .	11,173
Holland and Belgium . .	Chestnuts	834

The total value of the imports for the past year exhibits an increase over 1859, as will be seen by the following Table:—

	£
1859	755,677
1860	839,747

This must be regarded as highly satisfactory, as showing amidst the fluctuations of trade a continuance of that gradual increase in the commerce of the port which has taken place during the last few years.

The following Table shows the relative positions of the importing countries:—

	£
Great Britain . . .	345,130
Norway	229,597
France	110,816
Venezuela	106,912
Cuba and United States . .	36,396
Holland, Belgium, and Germany .	10,897

From this it is satisfactory to observe that Great Britain continues to take the lead in the value of her imports.

Salted cod-fish continues to form a most important item in the commerce at this port, and places Norway second on the list. The disturbed state of Venezuela is given as a reason for the falling off in the quantity of cocoa imported, the value of which has consequently largely increased.

The following analysis shows the comparative importance of the various articles imported:—

Articles.	Country.	Value.
		£
Cod fish . . .	Norway and Great Britain	231,780
Yarns . . .	Great Britain and France	158,210
Cocoa . . .	Great Britain and Venezuela	107,929
Drugs, &c. . .	Great Britain and France	61,149
Jute cloth . .	Great Britain	47,250

Articles.	Country.	Value.
		£
Sugar	Great Britain, France, and Cuba	28,954
Hardware and cutlery	Great Britain, France, and Germany	27,163
Timber	Norway and France	19,877
Woollen Manufactures	Great Britain and France	17,580
Tobacco	Great Britain, France, Belgium, Cuba, and the United States	16,301
Jute yarn	Great Britain	14,566
Linen Manufactures	Great Britain and France	13,437
Cinnamon	Great Britain	9,728
Cotton manufactures	Great Britain and France	15,267
Spirits of all sorts	Great Britain, France, Holland, and Cuba	8,089
Pig iron	Great Britain and France	6,984
Tin plates	Great Britain	6,948
Coal	Great Britain and France	6,897
Silk	Great Britain and France	6,743
Hoop and Sheet iron	Great Britain and France	6,002
Buttons	Great Britain and France	5,107
Hides	Great Britain, France, Belgium, and Venezuela	2,933
Iron nails	Great Britain, France, and Belgium	2,882
Brass manufactures	Great Britain, France, and Belgium	2,836
Glass ware	Great Britain, France, and Belgium	2,820
Machinery	Great Britain and France	2,775
Perfumery	Great Britain and France	2,620
Tea	Great Britain, France, and Belgium	1,697
Steel, cast, &c.	Great Britain, France, and Belgium	1,569
Clocks and watches	Great Britain and France	1,341
Coffee	Cuba	1,321

It is scarcely necessary to remark that the nature of the Spanish Tariff occasions the import of all manufactured goods under the Spanish flag; so far as regards British goods they are almost exclusively carried by the London and Liverpool steamers.

At the date of closing this Report an article, of some importance among the British importations of late years, has become subject to an additional duty, for the purpose of protecting the coarse native manufactures of hemp. This is jute, which, having hitherto been introduced at a duty of 50 reals per quintal under the national flag, and 60 reals per quintal under a foreign flag, is now subjected to a duty of 260 reals national flag, and 265 reals foreign flag per quintal, which amounts, practically, to a prohibition. The new law came into operation on the 15th August, 1861.

Under the head of imports notice must not be omitted of the large importations of railway material which have taken place, and which, although they cannot be regarded as staple imports, or be included in the General Return, have, as has been already remarked, caused great activity in the shipping trade. It is almost impossible, at present, to arrive at a correct estimate of the value of these importations; but, according to a note furnished, it appears that material, for the construction alone of the Bilbao and Tudela Railroad, was introduced last year to the amount of 85,000*l.* No duties are charged on these importations.

Bank.—The Bank of Bilbao continues to mark an era of financial confidence as well as commercial prosperity for Bilbao.

The following details, showing the position of the Bank and the amount of business it transacts, may not be uninteresting.

The Bank was founded under Royal Order the 19th of May, 1857. From the commencement it has gradually extended its operations, as the following Table will show:—

COMPARATIVE Statement of the Transactions of the Bank of Bilbao, from August 24, 1857 to April 30, 1861

Periods.	Cash Transactions.	Bank Notes in Circulation.	Bill Transactions.	Accounts Current.	Balance Profit and Loss.
	Reals vellon.	Reals vellon.	Reals vellon.	Reals vellon.	Reals vellon.
1. August 24, 1857, to April 30, 1858 ..	188,988,887	3,172,700	80,396,947	115,725,165	184,208
2. May 1 to October 31, 1858	160,283,567	7,347,500	89,179,959	92,217,052	218,256
3. November 1, 1858, to April 30, 1859 ..	165,819,988	10,576,900	104,203,791	84,808,841	243,455
4. May 1 to October 31, 1859	262,543,048	12,919,000	140,344,460	142,101,803	336,097
5. November 1, 1859, to April 30, 1860 ..	271,006,929	19,093,100	156,989,948	138,411,667	385,523
6. May 1 to October 31, 1860	337,939,550	21,846,700	161,163,118	191,600,770	462,177
7. November 1, 1860, to April 30, 1861 ..	359,183,988	24,002,000	165,133,846	196,895,114	594.641

The Bank started with a capital of 8,000,000 (80,000*l.*) in 4,000 shares of 2,000 reals each. A further issue of 1,000 shares was authorized by Royal Order of 30th November, 1860; these were all taken up by the original shareholders at 180 per cent. premium.

The shares at present stand at 200 per cent. premium, and below that value no further issue will take place.

The business of the Bank consists in discounting, advancing, accounts current, deposits, and contracting with Government, the Bank always being covered.

The Bank can put in circulation notes to the value of treble its capital, being obliged to keep in cash at least one-third of the amount of notes actually in circulation.

By Royal Order the Bank opened a Savings' Department on the 3rd of March, 1861. The Bank has hitherto suffered no loss in the course of its operations.

The rate of 4½ per cent. per annum on loans and discounts (90 days being the limited term) has been almost invariable.

The following were the current rates of exchange upon London during the past year; 50 to 80 the highest, 49 to 55 the lowest, equal to 95 reals per 1*l.*

Agriculture.—Wheat was not so abundant as usual in the districts of this port, but the quality was considered good. It was, at one time, supposed that very large exports of grain and flour to the United Kingdom would have been made. Considerable shipments did actually take place, but negotiations for the purpose having failed Santander took most of the contracts under this head.

Disease continues to show itself in the vines. Smoking with brimstone is now being tried, the effect of which remains to be seen; but for the purpose of facilitating the application of this remedy, the Government has temporarily taken off the duty upon sulphur.

A considerable quantity of wine passed the Custom-house for France, Cuba, and England. Madder, which is raised in the neighbourhood of Valladolid, was extensively in demand, and was shipped to England to a large extent. Chestnuts were also exported to a small amount, as usual.

Industries.—Most of the copper and lead mines in the Basque Provinces have been abandoned of late years, although productive, in consequence of the constant influx of water in a wet and mountainous country, and the enormous outlay they required to keep the works going. In Alava a few mines of lead and copper are still worked.

Iron is, however, the only mineral which engages attention and capital, and this is extracted in large quantities (chiefly from Somorosho, about ten miles from Bilbao, and La Peña in the immediate neighbourhood) for the supply of the iron factories, the principal of which are those of Messrs. Ibarra and Co., and the Puente Nueve, both in the vicinity of Bilbao. The following is the information afforded respecting these establishments. That of Messrs. Ibarra and Co. produced during the past year 110,000 quintals, valued at 8,000,000 reals, and the Puente Nueve 80,000 quintals. Bar-iron is the description manufactured, the principal portion being for home supply, and a certain quantity for the Island of Cuba.

It may be mentioned here that more than half the coal consumed in these works came from the Asturias, the remainder from Great Britain, though it may be confidently assumed that if the export duty on iron ore, before referred to in this Report, were removed, England would supply much larger quantities for the reasons before stated.

Public Works.—The works in construction for the Bilbao and Tudela Railway are carried on in the most vigorous manner. About twenty miles of the permanent way has been laid from Bilbao and upwards, over which ballast and material-trains are running daily, and by the end of the year it is anticipated that ten miles more will be completed. This will bring the railway to the foot of the Cantabrian Pyrenees. The works for this railway upon the succeeding twenty miles are upon a most gigantic scale, the line being a succession of deep cuttings, heavy embankments, viaducts, and tunnels, and following the winding contour of the mountain's sides, with continued reversing curves of very small radii. The gradient upon the whole of the above length is 1 in 70. Although about 5,000 workmen have been daily employed for the last two years upon this portion of the line by the contractors, Messrs. Brassey and Co., the works cannot be completed before the middle of next year. The summit tunnel upon an elevation of upwards of 2,000 feet above the sea, is, however, nearly finished. From the summit to the town of Miranda, a distance of about twenty-two English miles, the works are in a very forward state, and will be ready for the permanent way the end of this year. At Miranda the railway crosses and joins the Northern Railway of Spain which connects France with Madrid viâ San Sebastian, Vittoria, and Burgos. It is expected that the whole distance between Bilbao and Miranda, about seventy English miles, will be opened for traffic simultaneously about the autumn of 1862. The works between Miranda and the terminus near Tudela, a distance of about ninety miles, are also in active execution, most of the earthworks will be completed early next spring, and the entire line will be, probably, opened for traffic about Christmas 1862.

The large station at Bilbao, with its extensive workshops, is in process of construction, the carriage, locomotive, and good-sheds being completed, and the station buildings at other towns between Bilbao and Miranda are rapidly advancing to completion. The whole of the zinc-roofing, carpentry, and joining for these stations is brought from England, and ready for erection. The rolling stock, machinery, station plant, &c., continue to arrive from England daily at the port. Three locomotives are running, and four others are in course of erection at the Bilbao station. Railway communication has been established between the station and the river quays at Bilbao, by which all the railway materials, rolling stock, &c., is taken up to the station ground. The powerful tank-engines, which have been manufactured by Messrs. Fairburn and Sons, of Manchester, expressly for surmounting the steep gradient between Bilbao and the summit, run from the quay to the station ground, an incline of 1 in 27, with the greatest ease.

The question of the port is still engaging much attention. The Engineer-in-chief of the Tudela and Bilbao Railway, Charles Vignoles, Esq., has been instructed by the Company to examine into and report on this subject, and it is probable that this gentleman's boldly conceived plan of constructing a port at Santuree beyond the bar, connected by a railroad with Bilbao, and thus rendering the approach independent of that formidable obstacle, will be carried out.

General.—The great feature in the trade of Bilbao, and one which gives rise to great satisfaction, while it explains its rapid increase, is that it is a legitimate commerce, maintained for the supply and consumption of the immediate districts, and neighbouring provinces, including the wealthy Basque provinces, Rioja, Navarre, Arragon, and portions of Castile.

A portion of imported articles, it is true, are on order for Madrid and the interior, but by far the largest portion is for the supply of the above-named districts; the transit and commission trade being comparatively small, while the real *bonâ fide* mercantile transactions are very large, a clue is given to the otherwise unaccountable wealth and activity of this flourishing port.

The injurious effects of the stringency of the Spanish Tariff have been so recently referred to in the Report forwarded from this Consulate last year, that it is not necessary to recapitulate them; it is lamentable that such a modification of the Tariff is not made as would permit the large and legitimate increase of commerce which would inevitably ensue under a more liberal system, such as would, at all events, counteract the enormous existing contraband trade which almost precludes the exclusively honest trader from engaging in mercantile transactions, saps the morality of every class of the people, and yields profit to the most worthless portion of the community.

SANTANDER.

Shipping and Navigation.—The Return of British shipping entered and cleared at this port during the past year shows an immense increase over the year 1857:—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
1859	33	6,063	31	5,614
1860	133	26,673	119	26,794
Increase ..	100	20,610	88	21,180

The shipping of all nations gives the following result, showing a large advance upon the previous year:—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
1859	516	62,883	491	70,275
1860	791	105,069	661	105,546
Increase ..	275	42,186	170	35,271

The coasting trade of Santander, which is very important, exhibits no material difference when compared with the previous year:—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
1859	1,390	80,422	1,341	64,642
1860	1,420	81,022	1,396	67,282

This branch of shipping is engaged in the interchange of the following articles:—Oil, spirits, wine, sugar, rice, dried fruits, salted fish, soap, hides, indigenous coal, as imports; and wheat, flour, barley and cocoa, as exports. The average tonnage and crew of each vessel was 57½ tons and 8 men, some of the smaller craft, however, having complements of from 10 to 12 men for rowing up the rivers, and along the coast in a calm. After deducting 1,700 for boys, there remain in this service 8,900 seamen, all of whom belong to the Tercios Navales, or Maritime Inscription, and are subject to service in the Royal Navy, with the exception of about 400 natives of the Provinces of Biscay and Guipuzcoa, exempted by their "fueros" or ancient privileges.

The fortunate circumstance of the large shipments of flour which were made during the latter end of the past year to the United Kingdom, has given employment to an amount of British tonnage which has not been known at this port since the years 1857 and 1858, when similar exportations took place. The extensive importation of railway material must also be cited as a cause of the great advance in the foreign shipping during the past year. As nearly the whole of these importations came from France and Belgium, being for the Northern Railway of Spain, a French Company, the largest share of this carrying trade fell to the French flag.

Santander is very efficiently served under this head.

In addition to the steamers running between Bilbao, London, Liverpool, Bayonne, all of which call at Santander, the steamers of the "Trans-Atlantic" and "Hispania-Alemania" lines touch at this port, the former between Hamburg and the Havana, and the latter between Hamburgh and Marseilles, touching at Southampton, Antwerp, and the principal Spanish ports on the Mediterranean.

Trade and Commerce.—The year 1860 saw the exports of Santander trebled compared with 1859. The cause of this remarkable increase was the demand for wheat and flour for Great Britain, the contracts for which fell to the lot of Santander, having been previously offered to Bilbao, where the negotiations did not succeed.

Nevertheless, after deducting the large exports of wheat and flour, the general export trade shows a satisfactory advance upon the previous year. According to the Returns furnished, three items appear to have occasioned this increase: iron ore and quicksilver exported to Great Britain, and cocoa sent in increased quantities to England and France.

The following Table exhibits the general increase referred to:—

Years.	Wheat and Flour.	General Exports.	Totals.
	£	£	£
1859	326,917	26,560	353,477
1860	768,548	48,593	817,141

The following is an analysis of the Export Return:—

Countries.	Articles.	Value.
		£
Cuba and America	Flour, 347,156*l.*; rice, 6,432*l.*; peas and beans, 2,660*l.*; preserved meat, 3,740*l.*; wine, 1,480*l.*; shoes, 400*l.*; tools, 240*l.*	362,108
Great Britain ..	Wheat, 4,530*l.*; flour, 163,182*l.*; peas and beans, 1,700*l.*; cocoa, 7,300*l.*; wine, 260*l.*; lambskins, 52*l.*; madder, 1,110*l.*; quicksilver, 3,395*l.*; copper ore, 1,610*l.*; iron ore, 3,000*l.* ..	439,819
France ..	Peas and beans, 770*l.*; cocoa, 10,000*l.*; wine, 63*l.*; lambskins, 3,840*l.*; calamine, 540*l.*	15,213

The total value of the imports for the past year exhibits a considerable increase over the year 1859:

1859 .. .. .. £750,015
1860 909,151

It is satisfactory to observe that the importations from the United Kingdom have also advanced, owing principally, as it appears, to the activity in British woollen and linen manufactures.

The following Table shows the relative positions of the importing countries:—

Countries.	Value.	Countries.	Value.
	£		£
Venezuela and Uruguay	252,500	United States ..	43,300
Cuba ..	212,236	Norway and Sweden	40,600
France	166,380	Buenos Ayres .	40,600
Great Britain ..	146,495	Germany	3,560
		Belgium	3,480

Venezuela and Cuba stand first in importance, and in fact, monopolize more than half of the total importations. France, although beaten by Great Britain in the cotton, linen, and woollen manufactures, follows next, a fact which may be accounted for by a large importation of timber which took place. The demand for British woollen and linen manufactures was particularly active.

The following analysis shows the comparative importance of the various articles imported:—

Articles.	Country.	Value.
		£
Cocoa	Cuba, Venezuela, and Uruguay .	257,200
Sugar	Cuba	182,200
Woollen goods ..	Great Britain and France ..	106,000
Timber	Great Britain, France, Norway, and Cuba	71,712
Hides	Great Britain and Buenos Ayres	50,000
Salted codfish ..	Norway	33,300
Tobacco	United States and Cuba ..	31,850
Cotton	Great Britain and France ..	26,500
Silk	Ditto	23,000
Linen and Hemp ..	Great Britain, France, and Belgium	17,800
Raw cotton	United States	17,000
Haberdashery, &c. ..	Great Britain and France ..	16,000
Wine and spirits ..	Great Britain, France, and Cuba	14,150
Hardware and cutlery	Great Britain, France, Belgium, and Germany	12,150
Furniture	Great Britain and France ..	8,200
Jewellery	Ditto	6,000
Coffee	Great Britain, France, and Cuba	5,609
Earthenware and glass	Great Britain and France ..	4,600
Cinnamon and spices	Great Britain, France, and Belgium	4,410
Stationery	Great Britain and France ..	2,500
Coal and coke ..	Great Britain	2,500
Tin-plates	Ditto	1,900
Machinery	Great Britain and France ..	1,600
Linen yarn	Great Britain	1,300
Perfumery	Great Britain and France ..	980
Brass and copper ware	Great Britain and Belgium ..	980
Cotton yarn	Great Britain	360
Cheese	Great Britain and France ..	224

Large importations of railway material have again taken place during the past year at this port. The larger portions of these materials were for the Northern railway, from Madrid to Bayonne; this is a French Company, and the machinery and sleepers came from France, the rails from Belgium; a natural consequence of the union of French and Belgian capitalists in the undertaking. Great Britain also contributed a small quantity of iron, machinery, and coal for the Santander Railway. The following estimate has been given of the various importations above referred to:—

Articles.	Countries.	Values.	Total Values.
		£	£
Rails ..	Great Britain ..	5,100	174,100
	Belgium	169,000	
Machinery	Great Britain ..	15,000	300,400
	Belgium	80,000	
	France	205,400	
Coal	Great Britain ..	2,400	2,400
Sleepers	France	32,000	32,000
	Total ..	..	508,900

The average current exchange ruling at Santander has been equal to about 95 reals to the 1*l.* sterling.

Agriculture.—The grain raised in Old Castile is of a very superior quality, being at least $9\frac{1}{2}$ per cent. heavier than British wheat.

The large exports of flour to the United Kingdom have been already referred to.

It is to be regretted that the farmers of Old Castile should not learn to be more reasonable in their demands, the result of which would probably be a regular and remunerative trade with Great Britain, in place of occasional large shipments, dependent on deficient harvests and high prices.

Industries.—Iron, copper, and quicksilver are extensively worked in this district, and were exported in considerable quantities to Great Britain during the past year. Calamine in small quantities is also exported to England, France, and Holland.

General.—The importance of this rising town must not be overlooked.

Large capital is invested in the flour mills which receive the Castile corn, and the extent of its mercantile operations may be measured by the amount of its exports and imports. The nature of the commerce of Santander must nevertheless be borne in mind; last year considerably more than half the total importations into Santander were from the Spanish colonies; in fact, its colonial is of greater importance than its foreign trade.

Exporting the agricultural produce of Castile to Cuba and the Spanish-American colonies, Santander takes sugar, cocoa, coffee, and other colonial produce in return, and to this constant interchange of commodities must be attributed the great activity of the port.

It is probable that on the completion of the Isabel II Railway, which will connect the port with the interior, an additional impetus will be given to the transit trade in foreign goods, but at present the prosperity of Santander rests on its transactions with the Spanish colonies.

SAN SEBASTIAN.

The long continued vacancy in the Vice-Consulate of San Sebastian has rendered it impossible to acquire Statistical Returns on the state of the trade at that port. From a note, however, furnished by the gentleman recently appointed to that post, the following information has been derived:—

This port has been improved since 1857. The new or outer harbour has been converted into a dock, and has been considerably deepened; at the entrance, however, there is only fourteen feet of water at spring tides: vessels drawing over that depth are compelled to discharge part of their cargo in the roadstead of the bay, where there are good moorings for four ships in 3½ to 5 fathoms, and protection against the heavy seas of the Bay of Biscay is afforded by the Island of Santa Clara, between which and Mount Orgullo, surmounted by the citadel, is the channel forming the entrance to the Bay of San Sebastian.

This entrance facing north is 1,300 feet wide, with a depth of 40 to 60 feet, and in the greater portion of the Bay there is from 20 to 30 feet with a clear sandy bottom; there is another entry to the west of the Island of Santa Clara, and east of Mount Tqueldo on which is the light-house, but it is very shallow, and a reef of rocks is visible at half tide. The bay from east to west is 6,000 feet, by 2,700 from north to south.

The imports from England consist of iron, coal, machinery, railway material, hardware, perfumery, cotton, silk, woollen and thread yarns; from France, hardware, perfumery, drugs, fancy goods, and planks; from America, Germany, Norway, Sweden, Newfoundland, Cuba, and Guatemala, their products of tobacco, salt fish, cigars, cocoa, sugar, and wax.

The various mines of zinc, copper, and iron continue to be actively worked, and lead has been lately exported to England in moderate quantities.

In the neighbourhood of San Sebastian are alabaster, plaster, lime and cement quarries in abundance. The cement of one quarry might probably be worthy the attention of Her Majesty's Government; it is stated to be especially adapted for foundations under water, and, when mixed with broken stones so as to form a concrete, it forms and hardens in the water into a solid mass.

The railway from Bayonne to Madrid viâ San Sebastian and Tolosa will be opened the entire distance in the spring of 1863, and it is pretty sure that the trade of this port will then be advanced. With respect to the direct trade with England, it is impossible to say how it may be generally affected; but as regards the import of coal this port will, no doubt, become one of its principal depôts, both for railway and manufacturing purposes.

PHILIPPINES.

Report by Mr. Loney, British Vice-Consul at Iloilo.

At the date of my last General Report to you in December 1858, though considerable imports from British and other foreign houses at Manilla continued to be received coastwise, no direct exports had as yet taken place from this port. As it had already been opened to general trade since 1855, and had been, from that year, supporting a considerable Custom-house establishment without any returns to the Government in the shape of duties, it became a matter of almost urgent importance that a commencement of direct exports (which have here naturally preceded direct imports) should be made without further delay; more especially as a much longer continuation of inaction in this respect would have given further strength to the very marked opposition of local interests to its being opened to foreign trade, and might almost have led to the closing of the port, and thus disappointed the expectations of greatly increased trade, to which its excellent harbour and advantageous position as the central port of a group of fertile islands, numbering 2,000,000 of inhabitants, itself already the chief tradal market of the most populous province of the Philippines, and of an island containing 800,000 souls, had naturally given rise.

The principal impediment to the desired commencement of direct shipments to foreign markets, had been the smallness of the successive sugar crops, the limited amount of which, taking into account the quantity usually secured (mostly by advances to planters) for the coasting trade with Manilla, did not leave sufficient margin for direct operations. Up to 1858 the crop (varying from 850, 1,800, and 1,290 tons in 1856, 1857, and 1858), had been very limited, though latterly increasing with some rapidity; but in 1859 (the year pointed out in my Report of 1857 as that in which direct exports would probably begin), the yield of sugar at length gave a sufficient basis, and, aided by the commercial enterprise of a foreign house at Manilla, in connexion with important establishments in Australia, which have done much to augment the increasing tradal intercourse between that country and the Philippines, I had the gratification of being able to report to you the arrival of the British brig "Pet," in March of that year, to take a cargo of sugar for Melbourne, followed in April by the British barque "Camilla," to load also for the Australian market.

A peculiar interest may be said to have attached to these two seemingly unimportant arrivals, from the fact of their being the only foreign vessels which had been seen in this portion of the Philippines for many years, and the first that had taken cargoes since the opening of this port to general trade; thus marking the commencement of a change in the commercial relations of the Southern Philippines which, while facilitating their freedom from what has been aptly termed "commercial vassalage" to Manilla (without, I believe, proving in any way prejudicial to the real interests of the latter port), must, in the course of a few years, have a notable influence on the heretofore much retarded development of their very important tradal capacities.

The impulse once given, these two first shipments were followed in 1860, and in the present year, 1861, by others, and the list of direct exports now stands thus, to Sydney and Melbourne:—

		Sugar.	Value.	
		Tons.	£	s.
1859 ..	British brig "Pet"	271	8,473	5
	" barque "Camilla" ..	314		
1860 ..	Dutch barque "Billiton" ..	565	19,085	6
	Bremen barque "Madras" ..	352		
	British barque "Alice" ..	638		
1861 ..	American ship "M. Wave"* ..	956	47,350	11
	" barque "Bertha" ..	810		
	British barque "Inverna" ..	351		
	Dutch barque "Julia" ..	445		
	" barque "Telegraph" ..	509		
	Hambro barque "Palma" ..	381		
	American barque "Rosette" ..	270		

* Dispatched in 1860; put back, and reloaded in 1861.

This number of shipments, though not in itself very large, is a decided advance on the state of matters in 1855, when scarcely 750 tons of sugar were shipped from this port (all to Manilla); while, in 1858, the export to Manilla was still only 1,290 tons. In 1859, including 585 to Australia, and 4,842 to Manilla, it had reached 5,427 tons, and the total annual shipments from 1856 to 1860, and first six months of 1861, stand as follows:—

1856	850 tons.
1857	1,800 ,,
1858	1,290 ,,
1859	5,427 ,,
1860	7,048 ,,
1861 (six months) ..	3,904 ,,

A consideration of the great tradal importance of reaching the consuming markets by the most direct course, the avoidance of the transhipments, double freights, brokerage, and other charges which had hitherto been incurred in conveying sugar and other products coastwise to Manilla, for subsequent shipment to foreign markets, would suffice to show the advantages, both to producer and consumer, derivable from direct operations from the place of production. In a previous Report of 1857, before communication with foreign markets had taken place, I alluded by anticipation to the interest with which the effects of the action of the direct foreign trade might in future be noted, and though that action is now quite in its earliest stage, I may venture to point out some of the more obviously favourable alterations which it has produced, which may be roughly summed up as stimulus given to production, introduction of machinery, improvement of quality of sugar, simplification of business transactions, rise in the value of land and animals, and in wages, increase of imports, and more extended knowledge of the port and navigation.

Stimulus given to production.—The important rise which took place in the value of sugars of all descriptions from 1854, had, it should be mentioned, a stimulating effect on cultivation in all cane-growing countries, including the Philippines, but, locally speaking, the high prices which were naturally enabled to be given for direct shipments per "Pet" and "Camilla," as compared with what planters had been accustomed to receive for the Manilla markets, had, I believe, a marked effect in this direction, increased more palpably still by the animation given to the market by purchases for the subsequent direct shipments of 1860 and 1861. Planters and intermediate dealers saw the advantage, relative facility, and security of having a market for their produce within a convenient distance, and the benefit of a substitution of prompt cash transactions, in place of the delay and risk of forwarding consignments to Manila; and though the occasionally very high rates which were last year, from time to time, paid at Manila induced some speculators to continue shipments to that market, and the owners of coasting craft naturally continued to employ their vessels in conveying their produce to the capital, the general tendency, both in this province and the adjacent ones of Isla de Negros and Antique, is to avail of the advantages of prompt sale, remunerative price, and proximity afforded by the Iloilo market. This is clearly confirmed by the Custom-house statement of relative exports to Manilla and Australia, which have been as follows:—

	To Manilla.	To Australia.
	Tons.	Tons.
1859	4,842	585
1860	4,548	2,510
1861 (six months)	1,138	2,766

The total export of sugar this year, 1861, which was expected to be about 130,000 piculs, or about 8,000 tons, will, in consequence of the heavy rains of May and June last (which destroyed a large quantity of young cane that growers had ventured to plant so late as March and April), probably not be more than 5,000 tons. The crop now growing is the largest ever known in this quarter. It has hitherto received no damage from the weather, and June being now over, is considered by planters to be "safe." The total export from this port next year, including arrivals from Antique and Negros, should, if the demand is active at Iloilo, amount to fully 180,000 to 200,000 piculs, or about 11,000 to 12,500 tons; a great increase as compared with any of the figures hitherto noted, with 1855, for instance, when only 750 tons were exported; say an increase of 10,000 to 11,000 tons in seven years. Probably no sugar district, with similar means, can show the same rapid increase.

While the confidence given by the prospect of a permanent market at Iloilo has induced already established planters to extend their crops to the utmost, many new estates have been opened, particularly at Negros, by parties, both mestizo and European, who have been attracted by the promising future of the sugar-planting interest. The liberal distribution of funds to some extent in aid of both old and new plantations, and the opportune supply of iron mills and sugar-boiling pans on credit, against the yield of the different estates, with the additional security of mortgages, has naturally, also, had a beneficial influence.

Introduction of Machinery.—In my Report of April 1857, when alluding to the defective nature of the processes employed in crushing the cane and boiling, I added that, at that time, there was not a single iron mill on the island, all being then of wooden construction, with dentated wooden cylinders, requiring the passage of the cane three separate times to deprive it of its juice, leaving some 30 per cent. unextracted, and which, though only working with one buffalo, require three labourers to keep the apparatus in action. There are now, in this province, three effective iron cattle mills; one driven by steam has been put up at considerable expense by a Spanish firm at the sugar district of Barotac, and seven iron-cattle mills are on their way for different plantations, principally for natives. The improvement in this respect is still more noticeable at the adjacent province of Negros, most of the sugar of which is shipped at Iloilo, and from which the distance is only about five to six hours' sail. At Negros, where only one existed in 1857, thirteen iron cattle mills are now in action, nearly all obtained from Iloilo, from consignments made by British firms at Manilla to this place; and, by the end of this year, the number of iron mills in operation at Iloilo and Negros will be more than thirty in all—a notable improvement on the state of matters three years ago, when Iloilo had no appliances but the rude wooden mills above referred to; while, at Negros, the only iron mill then in use had been but recently introduced. A considerable number of expensive European sugar-pans have also been taken by various sugar-planters in both provinces, and for Antique, in which latter province there is as yet only one iron mill, though the crop of cane has increased very much, and will next year, probably, be 40,000 piculs, against about 3,000 in 1856. These sugar-pans, of modern make, with the latest adaptations for efficient evaporization, are now coming rapidly into use, being of course found to be, though more expensive, much more advantageous than the fragile Chinese-made pans which the limited means of most of the planters still compel them to use. A large steam-mill for crushing cane, with corresponding evaporating pans and centrifugals for curing, has been received here for a fine estate at Negros, and I can confidently state that, in the course of three years, at least three other large steam-mills will be erected. Agricultural implements from Europe, such as carts, improved ploughs (which latter are very much wanted), &c., have been ordered to quite a considerable extent, and several "centrifugals," working by steam, for refining, are also on the way for Iloilo. These improvements, though limited if compared with those of the great centres of sugar cultivation in other colonies, are what no one could have ventured to anticipate a few years ago as attainable in this quarter, where the introduction of steam, which must occupy so important a part in cultivation and manufacture in future in this highly-favoured region, was looked upon as quite chimerical. Doubtless at some future, and not distant, period, when the use of steam-power shall have spread over the Archipelago, and Negros and Iloilo (the former more especially) have received the large share of capital in the shape of efficient culture and appliances they have now commenced to attract, the record of these, the first tentative efforts in this direction, will be of considerable interest.

It should be remarked, as bearing on the advantage of having in the extended Archipelago of the Philippines (more than 900 miles in length) the various commercial centres for general trade which the Spanish Government has conceded, and which it is to be hoped will ere long be increased in number, and be, in some instances, better selected, that very few of these distributions of machinery in Panay and Negros could have taken place in the absence of a foreign agency for obtaining them at Iloilo, inasmuch as it is opposed to the practice of the foreign importers of machinery at Manilla to sell on other terms than cash, particularly to planters in distant provinces, with the extent of whose means they are but imperfectly acquainted. Consequently, to planters of limited capital, as are most of those in this district, the intermediate agency at Iloilo, which, having accurate information of their means of paying and liabilities, has been enabled to supply the most reliable of them with machinery on terms of credit varying from four months to one year, has naturally been of great advantage.

The increase of the number of planters deserves a word of remark. At Negros the European planters, who in 1857 only numbered two, are now thirteen, all, with three exceptions, Spanish, though working in some instances with foreign capital. A great number Iloilo "mestizos" have also invested in the large tracts of fertile and well situated land on the coast of Negros, taking with them several families from Molo, Jaro, Miagao, and other pueblos of this province, to settle on their estates and work on the usual system of proportionate share of profits. Most of these mestizos have hitherto been engaged in the piece-goods (wholesale and retail) trade in this province; but finding that the importation of goods at Iloilo from first hands at Manilla interfered with their usual practice of obtaining them from the Manilla shops for subsequent sale here, and that the increasing number of Chinese shopkeepers rendered their retail sale of goods at the different markets much more difficult, precarious, and unremunerative, they have directed their attention to agriculture in preference. The new tendency thus given to their capital and industry will, by increasing the area of cultivation and amount of production, be much more beneficial than their former employment in a branch of commerce where they had become superfluous. In this regard the often-used objection to the admission of Chinese in the provinces that they do not employ themselves in agriculture, which was the primary condition of their being allowed to circulate in the interior, is deprived of what little force it might have had, even from the restrictive point of view of those who employ it, by the fact above referred to of their displacing native capital less beneficially employed, and transferring it to other, and, for the Colony at large, much more productive channels. The Iloilo mestizos, especially those of Chinese origin, are a remarkable commercial, industrial, and speculative race, increasing yearly in social and political importance, and though not so fully possessed as the Chinese of the persevering and commercial qualities necessary for continued success under the pressure of great competition, are not without prevision, energy, and enterprise sufficient to warrant the expectation of a considerable development of cultivation from their exertions. In many instances, in the case of both mestizos and Indians, where, from a want of sufficient capital or other causes, their success has been but partial, their efforts have been of use in opening and preparing the way for successors with more capital or perseverance—a process which will no doubt continue for some time, to a greater or less extent, as European capital gradually proceeds to take up by purchase the more accessible ground now occupied by natives, and by the smaller mestizo capitalists, who gradually retire to open up remoter districts. It should be added that, to sustain with the requisite activity the agricultural movement which has so promisingly commenced, the capital and industry of these provinces themselves are not adequate, and that if advances are not in future obtained by planters to a prudent extent, on the security of their properties, further progress, though still encouraging, will be comparatively slow. To this end the formation of provincial banks, or of branches connected with the few Spanish firms which at Manilla make a business of affording facilities of this description, would greatly contribute, and afford one of the best and most practical means of keeping up and developing the immense agricultural resources of these districts.

Improvement of quality of sugar.—As a consequence of the application of more capital and intelligence a superior class of sugars has been produced on several estates, and though the general quality of Iloilo, Negros, and Antique sugars must still be classed as "ordinary unclayed," many large parcels of good dry grades now come to market, and obtain a proportionately higher price. The impending generalization of the use of steam-power, and the introduction of "centrifugals," will bring about extensive changes in this respect; but to give this movement all the expansion of which it is capable, it is evident that the present pernicious and most prejudicial Government monopoly of rum, which entirely suppresses the large profits derivable from the manufacture of that valuable product, must be done away with. It is likely that some considerable amount of foreign capital will be invested in the improvement of sugar manufacture in this quarter ere long, and a promising feature is the probable permanent residence of a competent engineer in this district, employed in the erection and disposal of machinery in connection with a British firm of manufacturing engineers.

A considerable fall in the value of sugars, of which there lately seemed to be symptoms in the European markets, the tendency of which has for some time been downwards, would, of course, check the impulse at present felt; but there is not much reason to anticipate that the value of an article of such general consumption can be permanently effected to a serious degree.

Transactions have been more simplified.—The limited nature of the crops of former years rendered it a matter of difficulty to secure any but trifling quantities of sugar from one person, and there being no stocks accumulated near at hand by brokers or speculators, it was necessary to employ brokers to ride to the different small plantations, from village to village, securing by small bargain-payments trifling parcels of sugar here and there, which afterwards, in many instances, were disputed by different brokers, or disposed of to other parties by the original seller, when prices rose to a tempting extent over those of the original contracts. At present, while contracts to some extent for large parcels can be made directly with planters, a class of mestizo brokers now exists, which, with or without the aid of short-date advances, collects important quantities of sugar at Iloilo, or within short distances from the port, which are available for purchase or receipt when required; and contracts can be made with the larger sugar-dealers to an extent which greatly facilitates operations for direct expert. Corresponding ameliorations have been introduced in the other departments of buying and selling, which need not be more specially pointed out.

The *rise in the value of land and animals* has been a natural consequence of the greater agricultural activity described above. The value of land compared with its average cost ten years ago has, in many instances, particularly in populous districts, more than trebled. There are still, however, many most extensive tracts of fertile soil easily cleared, and well situated for shipments of produce, to be had at Negros, Antique, and in the northern portions of this province, for an almost nominal price, and I know of no more encouraging field for planters and capitalists. When it is considered that, by the present processes in use, only about 40 per cent. of juice is produced from the cane, with about 10 per cent. of sugar, whereas by more efficient crushing and evaporation fully 70 per cent. can be obtained, with 16 per cent. to 20 per cent. sugar, while the quantity of cane, which now averages in good lands 15 to 20 tons per acre, can, by improved cultivation, be readily brought up to 25 tons per acre, and that, even under the present system, large profits, in proportion to the capital employed, are made, some idea may be formed of the advantages obtainable by a judicious expenditure of capital in improved machinery and cultivation. That so promising a field for investment has not hitherto attracted more attention among European capitalists is mostly owing to the imperfect information which prevails as to these fertile regions, which have for so many years been kept in almost complete commercial seclusion. Labour, the want of which has always been represented as fatal to agricultural enterprises undertaken by Europeans in the Philippines, is to be had without serious difficulty, and on favourable terms. The slavery evil fortunately does not exist; the local Government is now in every way disposed to favour the establishment of estates, whether native or foreign, and there is as much, or more, security for life and property as in any other Colony whatsoever. There is in many places a want of efficient roads, but these are becoming general in all districts where cultivation is being extended, and at Negros, in most cases, planters are almost independent of them, the majority of their estates being situated on rivers communicating with the sea, and navigable for lighters and flats drawing from 5 to 6 feet. Land in the neighbourhood of the towns of Jaro, Molo, and Iloilo is not to be had under 200 to 300 dollars per cavan of 400 acres. At Negros and at Iloilo, in many districts, excellent land in the vicinity of towns (" pueblos ") is to be had at 2 to 4 dollars per acre, while, as before stated, unclaimed land, in excellent situations, but more distant from the centres of population, is to be had in both provinces for the asking. The value of buffaloes, which are the animals most used in cane and rice-planting, has also more than doubled during the last ten years. Good animals are worth 20, 25, and 30 dollars. Rent of land has also risen in proportion. I have before me an instance of land rented for the last six years at 171 dollars per annum, now re-let for 500 dollars per annum. I may here add that another favourable symptom of the generally prosperous condition of the province is the number of new houses which strike the attention in all the towns in this district.

Rise of Wages.—This additional test of material prosperity and activity is not wanting. Labourers' wages at Iloilo have, for instance, risen from $12\frac{1}{2}$ cents to $15\frac{3}{8}$ and $18\frac{3}{4}$ cents ($1\frac{1}{4}$ to $1\frac{1}{2}$ reals) per day. Those in the country vary from $6\frac{1}{2}$ to $12\frac{1}{2}$ cents per day, with or without food; but the general tendency is upwards. Formerly, in many places in the country, the general wage was 25 cents per week, with one meal per diem. Experienced hands about the fields and boiling-houses get $18\frac{3}{4}$, and sometimes 25 cents, per day, with the addition of their food. At Negros, field-hands now get $62\frac{1}{2}$ cents per week, with food in addition. But on all plantations of any extension there are, besides day-labourers, a number of families, or tenants, called "acsas," who are supplied by the owner with animals and implements, and take the whole cultivation of the cane under their charge, until it is brought to the mill, receiving a proportionate share of the profits. The expenses of manufacture are borne by the proprietor. Different agreements are sometimes made with the "acsas," but at Negros, generally, an approximative price is fixed beforehand, or at time of manufacture, for the sugar,—say, for instance, 2 dollars per picul, of which sum they get one-half, and the proprietor reserves the remainder, and such additional sum (often considerable) as the sugar may net when sold to the local buyer or broker, or conveyed for sale to Iloilo. On estates where iron mills have been introduced a deduction of 9 to 12 per cent. is generally made from the tenants' share of profits, by way of compensation to the owner. It is the intention of one or two planters to endeavour to introduce a system of buying the cane from the tenants at so much per ton, supplying them with instruments and methods for producing a much greater quantity per acre than they do at present, and which quantity it would be to the interest of the latter to augment as much as possible, to the ultimate benefit of both parties. This plan would seem to be, while advantageous to the native cultivators, less onerous for the proprietor who makes the sugar; for in cases where the latter, by the application of much more expensive machinery than is at present used, obtains a sugar worth three times as much as under the old system, it is fair that a greater proportionate benefit should accrue to the proprietor than to the native "acsa," who merely brings to the estate his own personal labour. The margin that exists for additional profit by improved cultivation and manufacture is, as already mentioned, very great. The present system of ploughing is a mere scratching of the surface of the soil, and even this imperfectly done. Improvement in this respect, alone, would effect a most important change. Weeding, cleaning, and draining are very little attended to, especially on the estates of natives and mestizos. The canes are planted at a distance of barely 3 feet between the rows, and grow up deprived of light and air. These disadvantages, and the generally inefficient modes of crushing and manufacture, show how much remains to be done by capitalists and intelligent agriculturists.

I have referred more particularly to the production of sugar, as this is at present the principal, in fact the only product of which direct shipments have been made, the Australian market not requiring either sapanwood or hemp, which are the only two other articles available for export on a large scale, and which must wait the commencement of direct exports to Europe and America. There are other products, however, which are capable of great development, such as coffee and cotton, and (if the present unfortunate monopoly were abandoned) tobacco. This last article is still unavailable for general shipment, being yet under Government "taboo" (so to call it), and latterly more completely and strictly so than before. In my Report of April 1857 I mentioned that in 1847 a system of purchases of tobacco by the Governors of the island, on Government account, at fixed rates, had been established, leaving private traders still at liberty to buy also, and deliver it, at fixed prices, at the Government stores at Manilla. I also remarked that in 1853 purchases by the Governors of the various provinces of the island were discontinued, and the Government manufactories and stores at Manilla supplied with Bisayas tobacco, still at fixed prices, from the quantity obtained by private buyers in these provinces. It was added that the quantity yielded had been gradually increasing, though the maximum rates which the local traders, restricted to fixed prices on delivery at Manilla, could generally afford to pay the native growers, were not high enough to bring about a rapid extension of quantity or improvement in quality, though, in some instances, to the prejudice of the native grower, large profits were made by the provincial buyer. Last year the Government, after some months' previous notice to the traders who had capital invested in this article, prohibited all purchases of tobacco by private individuals, and again established agents of its own to buy and classify all the tobacco yielded in this province and the Bisaya Islands in general, appointing the respective Governors sole "collectors" of the article. Some augmentation of price (more nominal than real, owing to the uncertain and arbitrary mode of classification*), and certain privileges and immunities were conceded to growers, under the supposition that a great stimulus would thus be given to production. The result of the measure, however, has been almost complete failure. The Iloilo crop which, in previous years, had reached 30,000 quintals, dwindled, in 1860, to 1,044 quintals, of which only 4 bales were of first quality, 44 of second, 789 of third, and 2,647 of the fourth, or most inferior class. A similar falling off has occurred at Capiz, Antique, and the other tobacco-producing provinces of Bisayas. Some part of this diminution is attributable to the failure of seed imported from Cagayan; but the general result has been to indispose the natives so much against this revival, in a new and stricter form, of the old system of "colecciones," that (particularly while other products remunerate their labour better than tobacco, at fixed prices) very little has been done towards the new crop for this year, which should be ready very shortly, but which will, it is supposed, yield even less than last year. There have been instances of seed being thrown into the river rather than made use of, and of some quantity of the leaf being destroyed by natives dissatisfied with its classification. What is rejected by the Government classifiers is not allowed to be sold for export.

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* By measurement, instead of quality of the leaf.

It may be added that few more marked instances can be adduced of the "suppressive" effect of checking free liberty to buy and sell; all the more regrettable in the case of an article of such universal consumption, produced in a region where soil, climate, and the previous habits of the natives all conspire to make this the most important item of export of these islands, and a source of much wealth to both natives and Europeans. Equally deplorable are the restrictions which prohibit the local manufacture of cigars for export, and the special regulations which, with the object of securing all the superior tobacco for the factories, discourage and limit the manufacture of cigars of good quality for local consumption; while, with a singular inconsistency, none of Government-make are supplied from Manilla. By foreign vessels arriving here, cigars have eagerly been demanded for Australia; but, beyond an insignificant number allowed to each man of the crew for consumption during the voyage, the Regulations prohibit any shipment whatever, a prohibition which has been strictly enforced. It is so clearly demonstrable, and has been so often shown, that liberty to sell on the spot for foreign markets, with the imposition of even a heavy export duty, would yield a better revenue to Government than that obtained by the present cumbrous and inefficient system, so plainly evident that quantity and quality would be much increased and improved by the stimulus of higher prices than those which the natives now obtain, that it would seem that an alteration in the direction of free production, sale, and export must be near at hand, especially after the practical demonstration afforded by the experience of this and last years' "coleccion." It should be remarked that in the northern part of Luzon (principally in Cagayan), from whence the factories derive the chief supply of tobacco, the results of "colecciones" have not been so notably unfavourable as in this direction, because at Cagayan the cultivation of tobacco is obligatory; and the natives, having been habituated for a long series of years to the system there prevalent, which discourages the production of other crops, are almost entirely dependent on the tobacco plant for their subsistence. Here, in the Bisaya Islands, the position and feelings of the natives are entirely different in this respect.

Of the other products alluded to as produceable in future in large quantities, the principal are coffee and cotton.

Coffee grows freely both in this island and at Negros, and attains maturity in a shorter period than in most tropical climates, particularly so in the rich soil of Negros and the more elevated districts in this province, where, when once taken up by capitalists, its production must become rapid, and should be particularly remunerative, more steadily so perhaps than sugar. The principal experiments in coffee are now being made at Camando, Calinog, and Cabatnan. In some places the seed has been obtained and sown through the priests of the pueblos, and the Governor of the province has distributed some quantity also; but importations of seed on a much more extensive scale are wanted.

The *Cotton* plant grows vigorously in almost all the districts of Panay and Negros, and of various quality, some of remarkably good staple, but is not yet produced in sufficient quantity for export. About 300 tons of this article are annually brought from the Province of Batangas, near Manilla, and used here in the native looms. It is likely that agriculturists will now give much more attention to this, one of the most promising products of the island, to the culture of which recent events in America gave an increased interest.

In timber, not more than one cargo has hitherto been exported to China, owing in great measure to the unsettled state of matters in that quarter; but at present there is every prospect of shipments being made during the course of the year. Cargoes consisting of 20,000 cubic feet of Molave, Dungon, Ypil, Banaba, and other excellent woods, mostly 18 to 24 inches square and 30 to 34 feet in length, are offered at from 31 to 37 cents per English cubic foot.

Paddy and *Rice* have been abundant during the past two years, both in this island and at Negros—a fact which has contributed to the general prosperity they have experienced. During this year the price of paddy has ruled from 62½ to 87½ cents per cavan of about 100 lbs.

From imperfect Official Returns, the following are given as the principal exports coastwise from the port of Iloilo to Manilla and other provinces, in 1860. I enumerate the articles in order that the general class of products may be seen:—

			Mexican dolrs.	
Hemp	piculs	1,090	4,027	50
Sugar	,,	72,779	180,381	50
Sapanwood	,,	27,989	25,477	43
Sinamay (fabrics of pine apple fibre)	,,	160,383	252,310	00
Cotton goods (native)	,,	24,650	17,250	00
Leaf tobacco	quintals	1,044	4,025	00
Cocoa-nut oil	jars	178	529	00
Bamboo mats		847	199	25
Horns, buffalo	piculs	8	24	00
Beche de Mer	,,	70	420	00
Rattans		115,000	172	20
Vegetable pitch	cakes	1,000	100	00
Cocoa	cos.	25	1,200	00
Cedar, molave, narra, and other timber for furniture	piculs	1,481	1,292	00
Boat oars, native made		200	25	00
Cocoa-nuts		5,000	35	25
Hides	piculs	796	3,296	50
Horses		6	120	00
Pigs		1,051	4,843	00
Flour	barrels	4	80	00
Firewood	piculs	88,500	228	91
Lard	jars	69	514	50
Beans (cavans)	cos.	1,846	4,617	50
Earthenware, jars and pots		300	1	50
Gold dust	oz.	30	480	00
Paddy	cos.	14,825	12,798	18
Canes, for walking-sticks		300	37	50
Cowries	cos.	80	200	00
Sweetmeats	jars	70	207	50
Wheat	cos.	366½	1,714	00
			516,607	22

As the goods pay no duties coastwise, no supervision is exercised, and quantities are declared very much in the rough, and very imperfectly; the article "sinamay," or native textures of the fibre of the pine-apple leaf, especially so. The value of exports from this peculiar source of industry may be taken, in reality, at nearly 1,000,000 of dollars, including those to the neighbouring islands. The total value of exports from the various ports of Panay to all parts must be considerably over 2,000,000 of dollars.

The number of square-rigged vessels of 70 to 200 tons belonging to and owned at the ports of the Province of Iloilo is now 21, besides a great number of vessels of small burthen of from 20 to 50 tons.

Increased Imports.—In imports, the difficulty of giving a correct notion of quantities and value of goods imported by way of Manilla is increased, as no Customhouse Returns are taken, further than notes of the packages. It may be generally observed that they continue on an important and increasing scale, both on Chinese and Mestizo account, and also from first hands, *i.e.*, direct from the foreign houses at Manilla. Consignments from these latter greatly depend on the state of stocks and demand at that market. When the former are large and the demand dull, a much larger proportion of goods is directed to Iloilo, as was the case to a notable extent in 1858; but when the reverse is the case, the Iloilo market is supplied in larger proportion through Mestizo and Chinese importations.

I calculate the value of goods (chiefly piece goods) imported into the Island of Panay at between 2,000,000 to 2,500 000 of dollars per annum, of which about 1,500,000 are introduced through Iloilo.

The Iloilo market is resorted to by purchasers from Negros and Antique, to which provinces consignments are made by Iloilo traders, and goods sent to be sold at the different towns by native salesmen employed by the native and Chinese dealers of this province.

No direct importations have as yet taken place at Iloilo from Europe or China, though several have been sent from England for this market by way of Manilla. It is presumable—is, in fact, evident—that with the important and increasing export and import trade noticed above, direct imports from Europe will take place in a reasonable time, probably on Manilla account, when the consuming capacity of the chief market of the most populous province of the Philippines becomes sufficiently shown to manufacturers and shippers in England. A first essay, by direct vessels on a moderate scale, will not, it is to be anticipated, be much longer delayed.

A satisfactory feature in imports is the steady introduction of machinery alluded to above, which should form a considerable basis for direct shipments.

Cotton Twist, for weaving, continues to be an article of increasing import, both of German and British make. The prohibitive duty of 40 to 50 per cent. still continues in the Manilla Tariff on black, white, blue, and rose-coloured twist; a prohibition which, with regard to white, is evaded by the importation of yellow of light dye, which (together with all other colours but the above named) is free, and which is easily brought to a white colour by washing—a curious illustration of the efficacy, except for harm, of protective duties of this nature.

A great deal of raw white (Tysam and Tsatlee) silk continues to be imported from China by way of Manilla, and is rapidly used in the weaving of the large quantities of native goods annually produced in this populous district. The consumption of this and coloured silks may be about 30 piculs per month, with an average value of 700 dollars per picul.

The number of foreign houses at Iloilo has received no addition; in fact, there is as yet no foreign commercial agency except that connected with the Vice-Consulate, which is in charge of business transactions for the majority of the foreign firms at Manilla. So promising a field for mercantile operations in this quarter being now prepared by the remarkable advance of these provinces in productive and consuming power, it is to be hoped and presumed that other foreign agencies or branches of firms in connection with Manilla and Europe will be established before very long, and communicate to this market the additional impulse and activity which it now awaits.

The foreign element in the population here is still very scantily represented, consisting of one American and two British subjects only. At Negros there are two French and one Prussian planter. Neither at Antique nor Capiz are there any foreigners whatever.

A more extended knowledge of the port and navigation has naturally been one of the further beneficial effects of its having been opened to foreign direct trade. The navigation in connection with it has been practically shown to be devoid of danger. Several very favourable Reports of masters of ships, which I beg to forward herewith (see Inclosure), have been published regarding it, and no difficulty is now experienced in chartering vessels for Iloilo on equal terms with any other port in the East. The applications and intimations from shipowners and others to obtain information as to shipments here, show that its tradal capacities are attracting attention; and the approaching large increase of the sugar crop will gradually allow these to be acted upon, and, by facilitating the future establishment of other agencies and firms, give the market, both for exports and imports, a status in accordance with its great natural advantages.

I am able to report little or no progress on the part of Government in respect to local improvement of the port. The lights ordered for Point Bondulan and the "Seven Sins" Rocks have not yet been erected. Those which were forwarded from Manilla were found to be not adapted for the purpose, and no further steps have been taken in the matter. Buoys have not yet been placed on the Otong and Iguana Banks, where they would be of much use. The dredging of the mouth of the river for a very short distance, which if accomplished would enable vessels of almost any tonnage to load altogether in the river, instead of having, in the case of large ships, to complete their cargoes in the outer harbour, has not been commenced. At present, vessels of about 300 tons, drawing 14 to 15 feet, load inside the river, at jetties communicating with the warehouses. It is to be hoped that the growing importance of the amount of ocean-going shipping will induce, at some future time, the clearance of the mud accumulated at the mouth of the river (the expense of which operation would be by no means great), so as to allow the very important advantage of loading vessels of much larger burthen direct from the stores to be secured.

Great national facilities exist at Iloilo for heaving down ships, and dry docks might be formed here with great ease and advantage. The American ship "Mountain Wave" has lately been hove down, caulked, and re-coppered in the river.

Of the steam gun-boats, which are replacing throughout the Archipelago the heavy sailing-boats ("faluas") previously employed, Iloilo has been supplied with two. These have, in some measure, promoted correspondence and communication with the neighbouring islands and provinces, and occasionally with Manilla, and are likely to prove much more effectual in repressing piracy than the former gun-boats. Recently they have had several encounters with the pirates of the Sooloo Sea, in the immediate neighbourhood of Iloilo, and have brought in 5 pirate "pancos" and other smaller boats, making away with between 250 to 300 of these habitual depredators of the Philippine coasts. It is presumable that this lesson will be productive of good effect for the future. These pirates arrive annually in this neighbourhood from the Sooloo Sea, particularly from the Island of Tawi-Tawi, reaching Panay and Negros about May, and continuing their depredations until the change of the monsoon enables them to return, about October and November.

The number of captives yearly taken from the coast of Panay, Negros, and other islands, is considerable; and after the occurrence of captures of trading-boats in this vicinity, communication by small craft is suspended for a week or two, the natives, who are not allowed to possess fire-arms, being unwilling to expose themselves to the chance of being carried off. A number of the captives re-taken by the gun-boats in the actions alluded to, and brought in here, were very severely wounded by the pirates on the latter finding escape impracticable.

Though communication with the neighbouring islands has been facilitated by the steam gun-boats, a more rapid means of intercourse with Manilla is still a very great desideratum. At times, intervals of more than a month elapse without news from the capital, which is the centre of all advices bearing on trading interests, and gives the standard of value for all the products of the Archipelago. This slowness of intercourse acts most prejudicially, in every way. A steamer, built at Manilla, is said to be about to be started by a Company at Manilla, to run between that port, Iloilo, and Zebu; and the establishment of a line of this nature would be very advantageous. It is stated that the first trip will be made in September next. It has also been announced by the Manilla Press that the Government will afford at least a monthly communication by steam with the more important provinces, an assertion to which the number of steamers arriving from Spain seems to give confirmation.

The offers of subsidy made by Government some time ago for the establishment of merchant-steamers to take the mail to all the provinces were, as you will have noticed, not accepted, owing to the number of conditions with which the contracts were hampered; but they showed that the Government were alive to the rapidly-growing tradal importance of the provinces, and the consequent necessity of establishing prompt and regular communications.

The opening to foreign trade of the port of Zebu, and the establishment there of a Government Intendency, with considerable power of direct action over the whole Bisaya Group, will have been noticed by you with interest. The local action of this semi-independent authority should be beneficial, if well directed, and the effect of direct foreign trade should be as advantageously felt at Zebu and its neighbourhood as has been the case at Iloilo.

Zebu affords great facilities for the supply of cargoes of sugar, hemp, and other valuable products, obtained (besides what the island itself furnishes) from the east coast of Negros, from Leyte, from the populous island of Bohol, and from that of Samar. It has also the great advantage of possessing the extensive and valuable coal-mines, which are now, at length, being brought into use.

The formation of a new Government for the extensive Island of Mindanao (the future importance of which it would be difficult to over-estimate), and the possessions thereto contiguous, divided into six districts named respectively Zamboango, North, East, Central, Davao, and Basilan, is also an important step. The establishment of the seat of this new Government at Cotabato, in the "great river of the Mindanao," which runs through a populous, fertile, and cultivated region, seems to be a judicious selection of locality, and calculated to develop the resources of an island of such great natural productive power. I have been informed that a few Spanish traders have already proceeded to Cotabato from Zamboanga.

The development of trade at Mindanao which this and the other measures to the same end tends to promote, will naturally re-act beneficially on that of Iloilo and the surrounding islands, from which the Mindanao districts are separated by so unimportant a distance, and the traffic between which and the latter has always been more or less important and active.

The reduction of duties on foreign goods imported direct at Zamboanga, though not large enough to be likely to have much effect at present, owing to the peculiar circumstances of the locality, is another, though tardy, indication of a more liberal commercial policy, and of the more earnest attention which is at length being directed towards these most important possessions.

P.S.—With reference to the preceding observation as to the desirability of suppressing the present monopoly of rum, in order to enable planters to obtain more completely the advantages derivable from a better system of refining, which liberty to manufacture, sell, and export rum would give them, I would add that, by a recent Royal Order, since published, bearing date the 18th of June, 1861, it is to be suppressed from the 1st of January, 1862, with the proviso, however, that the net sum derived from it by the Government (which does not exceed 76,000 dollars) be made up, in a more direct form, by the respective provinces where the Government rum is now sold. Planters are, consequently, taking steps for providing themselves with stills from Europe, from whence some have already been ordered. It is understood to be also in contemplation to abolish the monopoly of the native wine obtained from the cocoa and "nipa" palms.

Another Royal Order, of the date 11th June, 1861, again raises the prices to be given by the Government to growers of tobacco, and increases the per-centages granted to the functionaries employed in its collection and classification. It adds, that licences for the purchase and manufacture of tobacco and cigars, in those provinces which are not supplied from the Government factories, must be waited for until the establishment of the projected industrial tax ("contribucion industrial"). It would seem evident, from many indications, that the freedom of this very important article is now regarded as a question of more or less time only, the principle of the desirability of placing it in the same unrestricted position as in Cuba being admitted both here and at Madrid.

Inclosure.

Observations relative to the Port and Coast of Iloilo.—(By Nicholas Loney, Esq., H.B.M. Vice-Consul.)

Vessels making the voyage to Iloilo from Australia or any place to the southward of the Philippines will find it the best course, during the south-west monsoon, to enter the Philippine Archipelago between the Islands of Basilan and Zamboanga, the south-western extremity of Mindanao, and on passing Point Batalampon to keep well up to Point Gorda and make the Murcielagos Island, so as to avoid being swept to the westward by the strong currents setting from off the Mindanao coast during both monsoons.

After passing the Murcielagos, the high land of Isla de Negros soon becomes visible, and the course is clear and safe along its western coast towards the Island of Guimaras. When off the south-western point of Guimaras, the route is direct for the narrow channel between that island and Iloilo. On making and entering this channel, care should be taken to keep well in on the Guimaras shore (which is perfectly safe and clear, with deep water close under the island, along the whole extent of the channel) so as to clear the Otong shoal, which stretches off the Iloilo coast to nearly opposite Point Cabalig. The Otong shoal, being of soft sand, is not of a very dangerous nature, and can consequently be approached pretty closely in the event of its being necessary to beat through. The tides run through the passage with considerable strength; but if unable to make head against the ebb, it is usual to bring up on the edge of the shoal and wait the making of the flood to the northward. [The whole of this part of the coast is completely sheltered during the north-east monsoon; but in case of need the fine harbour of Santa Ana, between Points Lain and Canga, on the Island of Guimaras, may be entered with safety and affords refuge under any circumstances; while during the prevalence of the south-west monsoon, vessels will of course be subject to no detention in entering the Iloilo channel with a fair wind.]

On reaching the town of Iloilo, ships may bring up in 10 to 12 fathoms, in good anchorage, to the eastward of the fort, and about half-a-mile from the shore, in which position they are safe in every respect, though still partially exposed to the sweep of the tides. If desirous of entering the creek, they should proceed until they arrive opposite the village of Tilat, on the Island of Guimaras, and then make for the entrance, which lies exactly north-west and south-east, getting Tilat directly astern, and passing between the marks placed on each side of the channel.

During the north-east monsoon, it is generally considered to be the best route for the ships from Australia to Manilla to make a détour to the eastward of the Philippines, and enter the Archipelago by the Straits of San Bernardino. In coming from Australia to Iloilo it will therefore be advisable, during the period of northerly winds, to beat up outside as far as Samar and enter the Bernardino Straits by that island and Masbate. If bound from Manilla, or ports to the northward, vessels may also safely proceed towards Iloilo through the Mindoro Passage, and onwards through the chain of islands off the north-east coast of Panay, if provided with the latest charts of the Spanish Comision Hidrografica compiled by Don Claudio Montero. After passing Tablas and Romblon (which latter island possesses an excellent harbour), the usual course is to make for the group of small islands called collectively the "Silanga," lying off the north-eastern coast of Panay—a good mark for which is the high conical island named Pan de Azucar, or Sugar-Loaf, which is visible from a great distance. In approaching these islands during the north-east monsoon, vessels should keep along between the islets of Jintotolo and the larger Zapato, and, during the south-west, more in towards the Panay shore, between Oluiaya and the lesser Zapato. After leaving the Zapatos, the course is to the south or northward of the Gigantes, as preferred, and the channel through the group of islands is generally entered between Sicogon and Calaguan, from whence the route is continued past Culebra, Pan de Azucar, Bagabu and Tagabanan, though for vessels of heavy tonnage it may possibly be found preferable to adopt the outside and broader passage between the group of islands and the Island of Negros, keeping a look-out for the easily avoidable shoal water marked on the chart.

If the inner route among the islands be taken, ships will find safe anchorage throughout the whole passage, more particularly at Pan de Azucar, and at Bacauan or La Concepcion. At Bacauan, assistance and supplies may be had, if needed, through the Commandant of the district, and at Apiton good water and live stock may also be obtained. After passing Tagabanan and emerging into the broad channel between the coast of Panay and the Island of Negros, the best course is to steer direct for the highest land visible on the Island of Guimaras, care being taken to clear the Calabazas and the Pepitas rocks, which lie some distance off the Panay shore.

On opening the channel between Guimaras and Iloilo, and on getting the Seven Sins Rock to bear west ¼ north-west, the vessel's head should be kept straight for these rocks. By adopting this course, the three dangers of Point Dumangas, Bacacay, and the Iguana bank will be cleared, passing the Seven Sins, vessels may proceed up the channel and anchor off the mouth of the creek, the directions for entering which are given above. It is usual to keep the lead going on approaching the neighbourhood of the Iguana Bank and Point Dumangas, though its discolouration is sufficient to mark the whereabouts of shoal water.

It should be remarked that the coast from the Gigantes to Iloilo affords good anchorage, and vessels have been known to ride out heavy gales in the open channel between Isla de Negros and Panay.

The ebb-tide to the north of the Pepitas rocks runs to the eastward; but to the south of the Pepitas the ebb sets to the west. The velocity of the tide through the group of islands called the Silanga, and as far as the Seven Sins, is about three to four miles an hour; and from the Seven Sins to Iloilo, owing to the comparative narrowness of the passage, it runs frequently at the rate of six or seven miles.

Though the carefully compiled chart of the Iloilo coast already mentioned renders a pilot almost unnecessary for the approach and entrance from the northward, it may be observed that the aid of natives practically acquainted with the coast may be obtained from the Commandant of the district of La Concepcion (at Bacauan), from the native fishing-boats, or by sending in a boat to Iloilo. The access from the southward is so unembarrassed as to obviate any occasion for the services of a pilot, as a general rule.

The depth of water at the shallowest part (which occurs within a short distance after passing the entrance) of the creek is $13\frac{1}{2}$ at low and 19 feet at high water, so that vessels of 400 tons can load a full cargo alongside the jetties which are attached to the warehouses in the creek and proceed out again at high tide. The jetties are mostly situated about a mile and a-half from the entrance, and afford great facilities for loading from and discharging into the stores. No cargo-boats or lighters are required, except for such portion of cargo as a vessel of much over 400 tons might not be able to take inside the creek. Ships drawing over 19 feet would have to complete their lading outside, near the entrance, in smooth water, and exposed to no risk. A Spanish vessel of 700 tons has frequently entered and loaded a part cargo at a jetty inside; and one of 450 has gone out with a full cargo. Inside the creek vessels are as safe as in a dock, and their happening to ground during ingress or egress would be of little moment, the banks on either side being soft mud. A dredging-machine employed for a short time near the mouth of the creek would enable it to receive vessels of almost any tonnage.

It is in contemplation to place a light-house on the Seven Sins, and one on Point Bondulan, on the island of Guimaras. Orders to this effect have been issued by the Government, and this measure and the projected laying down of buoys along the channel near the Iguana Bank and the Otong Shoal, will render the navigation still safer. Iloilo, with these improvements, will be one of the most easily accessible, as it now is the securest, port of the Archipelago.

Fresh provisions are cheap at Iloilo, and wages moderate. Labourers, $12\frac{1}{2}$ to $18\frac{3}{4}$ cents a-day; Carpenters, $18\frac{3}{4}$ to 25; Caulkers, 25.

The principal weights are the—Picul of 100 catties = 139 48·100lbs. avoirdupois; Arroba of 25lbs. Spanish = 25 36·100; Quintal of 100 lbs. Spanish = 101 44·100.

Rice is generally sold by the provincial cavan, weighing about 195 to 198 lbs. avoirdupois, according to quality, and its price seldom exceeds $1\frac{1}{2}$ to 2 dollars per cavan.

The currency is chiefly confined to Spanish and South American dollars and their subdivisions. Gold is circulated with difficulty, though a moderate quantity of doubloons can be disposed of at about 13 dollars each.

Tonnage dues are equivalent to those levied at Manilla, viz.—On foreign vessels arriving and departing in ballast $18\frac{3}{4}$ cents per ton; with cargo inwards or outwards, $34\frac{3}{4}$; with cargo inwards and outwards, $37\frac{1}{2}$; with a probable deduction of $6\frac{1}{4}$ cents per ton for light dues, which are not yet strictly chargeable. The duties on exports and imports are the same as at Manilla.

The port regulations are not yet well defined, and it will be sufficient to state that, after being visited, vessels are allowed free communication with the town, and can obtain all requisite information from the British Vice-Consul resident there.

The principal articles of export of interest in connection with foreign markets are sugar, sapan-wood, hides, hemp, and paddy; leaf-tobacco is also exported to a considerable extent, but entirely on Government account. Among the minor articles of shipment are horns, cowries, gum mastic, mother o' pearl shell, rattans, mat-bags, bees'-wax, cocoa, arrowroot, vegetable pitch, wheat, bêche de mer, dried vegetables (beans, &c.), tortoise-shell, deer-skins, timber (including ebony and fine woods of various kinds), and a large quantity of valuable goods of native manufacture, made of the fibres of the pine-apple leaf, and of silk, cotton, and hemp. The export of sugar is about 1,900 tons per annum; but the advance in the value of this article has induced a considerable extension of planting. Of hides the shipments amount to 150 tons per annum. Sapan-wood about 2,200 tons. Hemp, being mostly brought from the neighbouring islands as returns for paddy and native goods, is shipped to a small extent from Iloilo, in irregular quantities of from 100 to 250 tons per annum; but in case of a direct demand for a foreign market, large quantities could be obtained from Leyte and Samar at considerably cheaper rates than those current at Manilla.

Imports of foreign goods take place to an important and increasing extent from Manilla, though the native fabrics of pine-apple leaf fibre, silk, and cotton, supply a large portion of the native clothing. In the course of time imports direct from foreign markets may be anticipated, when the development of the direct export trade increases the number of arrivals of native craft with produce from the contiguous islands, which will then obtain their supplies of foreign goods from Iloilo.

Iloilo, July 1858.

Description of the Port of Iloilo.—(By Edward Gadd, Master of the barque "Alice," of Sunderland.)

Ships bound to Iloilo from the southward with a fair wind should keep close to the Guimaras shore, which is "steep to," and no dangers thereabout. After passing Cape Bondulan steer to the north-east, keeping pretty well over to the fort.

The marks for entering the river will be seen soon after passing the fort. These marks are dolphins with white balls on the top. One of them, close to the south-west point of the river, must, on entering, be rounded close to, and left on the port side, leaving the other three on the starboard side.

After passing the one on the port hand keep in mid-channel until abreast of the north-east point, when draw on to the starboard side, keeping close along the bank, which is "steep to." The river then takes a short turn to the southward, and ships must go close into the bight to avoid a long spit running off the point on the port hand, and on which there is a pole. When close down in the bight—if the wind is southerly keep plenty of after-sail on the ship—put the helm hard down and let her shoot up as far as she will. Then anchor, and haul alongside of the bank, mooring with head up stream, and about thirty-five fathoms of chain on the starboard anchor, and the largest kedge out on the quarter.

Ships can thus lay quite secure, where nothing can hurt them. Here I easily loaded from 2,000 to 3,000 bags of sugar in a day, with my own crew of eleven men, stowing it at the same time. You can safely load to $14\frac{1}{2}$ or 15 feet draught, and then, if necessary, fill up outside the river.

The anchorage outside I consider quite safe, and good holding ground. Whilst I was lying there it came on to blow strong from south-west, but I rode it out easily with single anchor and forty fathoms of chain.

Iloilo is a very cheap port, everything being very reasonable. All the banks are soft mud, so that even if a vessel grounded it could not in any way damage her. In my opinion Iloilo is a far more convenient port, not only for ships, but also better adapted for trade with the Australian colonies, than is Manilla.

(Signed) EDWARD GADD.

Sydney, October 19, 1860.

Sailing Directions for Iloilo.—(By K. Ty. Ganswyk, Captain of the Dutch barque "Billiton.")

In going from Manilla to Iloilo, the best and safest way is to proceed along the West Coast of Panay (close along the coast of Antiques), at any season, because the west monsoon is not very regular, and seldom or ever blows strongly between the Guigos Archipelago and Panay, or to the north of Basilan. To the north and along the East Coast of Mindoro is safe and easy, and if it should happen that you meet with strong south-west winds near Tablas, it is time enough then to keep off and go along the east coast of Panay. The south coast of the latter island (Panay) is free from dangers till near the village of Otong, and the wind scarcely ever blows on the land. The coast of Guimaras, to the north of Point Balingasag, or to the north of Port St. Anna, is likewise safe. The bights along the coast have deep water, and you can work close in-shore, or from point to point, with perfect safety; but there is no good anchorage, as the coast is steep, and the holding ground is not good. You may safely sail close in to the coast of Antiques anywhere to the southward of the Isle of Balbaton ("Balbatan"), which is very steep, and the Isle of Miralison ("Maralison"), which has a reef to the east and west. When you double the south-west point of Panay during the night, you must not go too close to the Islands of Nogas ("Luegas"), and Jurao Jurao ("Urajarao")—which last isle lays more to the eastward—because both of these isles have a reef round them to the southward, though the reefs do not extend so far as is generally imagined. When clear of these isles, round the south-west point of Panay, and not too much to the south, you may then safely steer north-east by east thirty-two miles without any danger; but at that distance it is necessary to lie-to during the night, or, if the night is very clear, to run in towards the shore of Panay, and steer carefully along the coast, at the same time keeping the lead going, and as soon as you are in shoal water to anchor at once till daylight, because if you keep over to the Guimaras shore (particularly during the north-east monsoon), you will find no anchorage, and will lose ground. It is necessary to follow the above instructions very carefully, because the Otong bank stretches out more to the west and south-west than is shown on the chart, and is yearly increasing; and also because the tide runs very strongly on both sides of it. You will at once see at daybreak whether it is ebb or flood tide; if ebb, it is necessary to stop at anchor till it turns (that is, when the wind is north-east), as with the flood tide you can easily work up in short tacks under the Guimaras shore. The best mark at present (1860) to clear the west edge of the bank is the village of Otong on the Panay coast, but you must not bring it to the west of north until you have the Fort of Iloilo bearing north-east-$\frac{1}{2}$-east; from that point you may steer straight to the fort, or a little to the south of it, but be careful in working up never to bring the fort to the east of north-east-½-east. In thick or hazy weather, when you cannot see the fort (which is very seldom the case), you must never bring the point of Bondulan, on the coast of Guimaras, to the east of north-east-½-east; but keeping the fort a little open from this point is the best leading mark with a fair wind. When past Point Bondulan, and the wind is fair, you ought to keep the fort a little on the port bow; but in working up, never bring the fort to the east of north-east-½-east, because the edge of the bank is steep, and shoals suddenly from 9 to 2½ fathoms.

Anchorage.

The best anchorage to load at is, with the fort bearing south-west-½-west, and the ventay (small bamboo watch-box) near the port entrance of the river north-west-½-north, because there the ship lies out of the strongest currents, and you have the advantage that the cargo-boats can always safely reach the vessel and get safely back. It is dangerous to keep near the starboard entrance of the river, or to send boats there, as at times the surf is heavy and the tides run strong. At spring tides, high water, a vessel can come out drawing 16 feet, but ordinary high tides only allow a draught of 15 feet. In entering the river, never be without the services of a pilot, which can easily be obtained from any coasting vessel. During the east and west monsoons there is excellent anchorage in 8 fathoms, good holding ground, giving plenty of chain; and in the west monsoon, the port is far safer than Manilla: the rains are less, there is very little sea, and it does not blow so strongly as there. Provisions and coolies are also much cheaper, and good water can always be got to the north and south of the village called Tilat, on the opposite shore of Guimaras, or north-east by east of anchorage, where there are both streams and springs. The best plan is to take up the casks at high water on the beach, and with the help of the natives (who are very peaceable and friendly), fill them ready to go off with the next tide, taking care to leave a little before high water, so as to be sure of reaching the ship near the fort, as the tide changes very suddenly, and runs down very strongly.

Note respecting bank of Otong.—The extreme edge of the south-west part of this bank is certainly much farther to the south-west than is shown on any of the existing charts; and the bank itself is more dangerous than at first might appear, as the edge of it is very irregular and full of bights, and although only mud, the tides run so strong that a vessel would have great difficulty in getting off if once on. In working up against the north-east monsoon if you take the flood tides you have the advantage of the ship readily going about, as with the ebb it is sometimes doubtful.

N.B.—Variation scarcely perceptible.

K ty. GANSWYK,
Captain of Dutch Barque "Billiton."

Sidney, September 5, 1860.

VIGO.

Report by Mr. Brackenbury, British Consul at Vigo, on the Trade, &c., of that port, during the year 1860.

During the year 1860 the Spanish Royal Navy has been increased within this Consular District by the acquisition of three British-built screw-steamers named "Ferrol," "Flying Fish," and "Rapid," and of one paddle-wheel, named "Leopoldo," to be employed as tugs, in addition to a sailing schooner named "Industrious," to be employed as a dredge.

These vessels were purchased in England, and made over to the Spanish Government at Ferrol.

In the Royal Arsenal at Ferrol the screw steam corvette "Circe" of 160 horse-power, and carrying 6 guns, which was launched at the beginning of the year, has been fitted out.

The screw-steamer "Caridad," of 80 horse-power, and intended to carry 2 guns, is at present fitting her engines.

The screw-steam schooner "Santa Lucia," which will have engines of 160 horse-power, and will carry 6 guns, is in process of building.

The screw-steam frigate "Lealtad," having engines of 500 horse-power, and carrying 51 guns, launched in September 1860, has lately left Ferrol, and is to proceed to Havannah.

The screw-steam frigate "Patrocinio," to be a sister-ship to the "Lealtad," is in process of building.

The screw-steam line-of-battle ship "Principe Alfonso," intended to carry 91 guns, and to have engines of 800 horse-power, is also in process of building.

In the merchant navy the screw-steamer "Quevedo," which arrived at this port under Spanish colours on the 13th of August, 1860, from Campeachy, after having been detained here in consequence of her having been transferred to Spanish owners at that port, and bringing a provisional certificate from the Spanish Consul, was sold here in the sum of 14,600*l*., and as she was of British build the Customs' authorities classed her as coming from Great Britain, which accounts for her appearing in the Return of imports.

I subjoin a Return of vessels of all nations arrived at and departed from this port during the year 1860.

Total Number of Vessels Arrived at Vigo during the Year 1860.

	Number of Vessels.	Tonnage.	Crews.
Spanish vessels from Spanish colonies, for Vigo	13	2,293	162
Ditto ditto to perform quarantine	104	19,438	955
Ditto from ports in South America, for Vigo	4	1,118	64
Ditto ditto to perform quarantine	16	2,809	183
Ditto from North America	1	170	7
Spanish packets from Havana to land mails and passengers at Lazaret	6	3,529	430
Spanish steam-vessels from England and France, with part cargo for Vigo	18	3,845	454
Ditto and sailing-vessels employed in coasting trade	727	47,574	6,460
Spanish sailing-vessels, windbound or in distress	7	1,892	93
Ditto from foreign ports, for Vigo	6	272	40
British sailing-vessels for Vigo	13	2,297	101
Ditto and steam-vessels, windbound or in distress	39	13,504	700
British steam-packets	72	72,540	4,624
British steam-vessels in employ of Spanish Government	3	2,094	81
Ditto from England, touching at Vigo for oxen, for Gibraltar	3	1,941	102
Ditto from Cadiz, taking oxen at Vigo, for England	16	10,227	540
French steam-vessels calling for passengers, and sailing-vessels windbound or in distress	67	12,007	1,738
French sailing-vessels direct for Vigo	1	126	7
United States' saiiing-vessels, to perform quarantine	5	3,140	71
Portuguese sailing-vessels, to perform quarantine, or windbound or in distress	56	11,898	772
Russian sailing-vessels, for Vigo	1	350	13
Ditto in distress	1	750	20
Swedish sailing-vessels, windbound or in distress	3	390	25
Brazilian sailing-vessels, to perform quarantine	3	866	42
Prussian sailing-vessels, windbound	1	140	8
Hanoverian sailing-vessels, for Vigo	1	151	7
Belgian steam-vessels, windbound	1	564	31
Danish sailing-vessels, windbound	3	320	19
Mecklenburguese sailing-vessels, windbound	1	241	10
	1,192	216,486	17,759

TOTAL Number of Vessels Sailed from Vigo during the Year 1860.

	Number of Vessels.	Tonnage.	Crews.
Spanish vessels, having performed quarantine, and bound to Spanish ports with cargo ..	111	20,247	1,358
Ditto bound to Spanish colonies and to foreign ports	17	2,849	209
Spanish steamers, with part cargo for Vigo from foreign ports, and bound to Spanish ports ..	18	3,845	454
Ditto and sailing-vessels, employed coastways	735	49,142	6,662
Spanish sailing-vessels, having put in windbound or in distress	5	1,205	61
Spanish mail steam-packets, which landed passengers from Havana, and sailed for ports in France or England	5	2,912	342
Spanish mail for Barcelona	1	617	69
British sailing-vessels from Vigo	10	1,903	81
Ditto and steam-vessels, windbound or in distress, or to perform quarantine ..	38	11,491	635
British steam-packets	72	72,540	4,624
British steam-vessels from England, calling at Vigo for oxen, for Gibraltar	3	1,941	102
Ditto from Cadiz, calling at Vigo for oxen, for London	16	10,227	540
Ditto in employ of Spanish Government	3	2,094	81
French steam-vessels, having called for passengers; and sailing-vessels, windbound or in distress	55	11,724	762
United States' sailing-vessels, having performed quarantine	5	3,140	71
Brazilian steam and sailing-vessels, having performed quarantine, or windbound or in distress ..	3	866	42
Belgian steam-vessels, windbound	1	564	31
Swedish sailing-vessels, to perform quarantine or in distress	3	390	25
Hanoverian sailing-vessels, in ballast	1	151	7
Prussian sailing-vessels, windbound	1	140	8
Danish sailing-vessels, windbound	3	320	19
Mecklenburguese sailing-vessels, windbound	1	241	10
Russian sailing-vessels, in ballast	1	350	12
	1,108	198,899	16,205

Trade and Commerce.—In the import trade for 1860 it will be seen there is a decrease:—

	£	s.	d.
Import trade in 1859	187,411	14	0
Ditto 1860	154,096	9	4
Decrease in 1860 ..	33,315	4	8

This decrease arises from several of the Spanish steamers which were employed in the trade from Liverpool and Hamburgh having been chartered by the Spanish Government during the war in Africa as transports, and only eighteen of those not thus taken up brought cargoes to this port.

In the export trade for 1860 it will be seen that there is a decrease:

	£	s.	d.
Export trade in 1859	66,755	12	0
Ditto 1860	55,266	7	0
Decrease in 1860	11,489	5	0

A branch of commerce was, however, re-opened during the year in the export trade of this port, by the shipment of oxen from hence to London and Gibraltar, which must prove very advantageous to the interests of the breeders in this province, and will, it is expected, also tend to the outlay of greater capital for the increase of cattle, and to an improvement in breed, which will command a higher price in the market.

The price at present for an ox in good condition for shipment averages from 10*l.* to 15*l.*

The comparative classification of the several weights and measures under which commerce is generally carried on between Spain and England is as follows:—

TABLE of corresponding rates of Spanish weights and measures as compared with English.

100 lbs. Spanish .. .. = $101\frac{43}{100}$ Avoirdupois.
1 arroba or @ .. .. = 30 gallons Imperial measure.
100 oz. .. .. .. = 92 oz. 8 dwt. 23 gr. English Troy weight.
1 vara cuadrada of 36 inches = $32\frac{5}{8}$ English square inches.

Agriculture.—The yield of the wheat crops in this province during the year 1860 was considered as under average, both as regards quantity and quality, owing to continued rains in April, May, and part of June, and to the unseasonably cold weather in July and August.

The quarterly prices during the year per Imperial quarter were as follows:—

	s.	d.		s.	d.
March	55	6	to	65	11
June	61	9	to	65	11
September	65	11	to	74	1
December	68	7½	to	72	8

Shipping charges, 4*d.* per Imperial quarter.

The crops of Indian corn were for the same reasons as above-mentioned equally under average.

This grain may be considered as the principal article of nourishment of the peasantry, as also of the cattle, and is grown to a much greater extent than wheat, and therefore the unseasonable weather caused the fluctuations in the latter half of the year, as here quoted:

	s.	d.		s.	d.
March	28	2	to	34	0
June	28	2	to	31	0
September	31	0	to	36	7
December	33	1¾	to	38	6

Shipping charges, 4*d.* per Imperial quarter.

Rye is used in this country for the purpose of making bread for the lower classes, and from the state of the crops of Indian corn also experienced a rise in price during the latter half of the year, as appears by the annexed statement:

	s.	d.		s.	d.
March	34	0	to	42	3
June	25	4	to	29	7
September	25	4	to	29	7
December	37	3½	to	45	6¾

Shipping charges, 4*d.* per Imperial quarter.

Potatoes.—This vegetable suffered great changes in the price during the year owing to their scarcity in the first quarter of the year. The early crops promising well, a decline took place, which, however, was not continued in consequence of the disease showing itself, which occasioned an increase of prices in the two last quarters, as here quoted:

	s.	d.		s.	d.
March	135	9	to	152	11
June	66	11	to	76	5
September	73	1	to	97	6
December	86	5	to	95	7½

Shipping charges, 2*s.* 2*d.* per ton.

Wine.—The *oidium Tuckeri*, which first appeared in the vine in 1853, has never disappeared since, and although in some parts a small quantity of wine was obtained, the vintage may be considered as a complete failure.

This part of Spain, which formerly produced wine to a great extent, and the sale of which was the means relied on by the farmers and landed proprietors for the payment of the Government taxes, has depended on the Southern provinces and Castille for the supply required; and thus the price of wine has fluctuated, as will be seen by the following quarterly statement of market prices:—

	s.	d.		s.	d.
March	173	4	to	173	4
June	216	8	to	260	0
September	260	0	to	303	4
December	255	0	to	296	8

Shipping charges, 10*d.* per butt of 126 gallons.

No shipments were made to England from this port of the above-mentioned articles during the year 1860.

Population and Industries.—The building of new houses at Vigo continues; fourteen new houses of three stories each have been built on the upper eastern side of the town, forming a handsome street.

The total amount of these buildings may be estimated at 126,000*l.*, and are let out in flights, and have been taken up and inhabited as soon as finished.

On the western side of the town some few houses of one storey are in process of building.

In the town itself the Municipality is building a new Town Hall, which will cost from 8,000*l.* to 10,000*l.*

A new iron foundry on a small scale has been established, in addition to that of Mr. Ortega, alluded to in last year's Report.

Mr. Ortega has built a new foundry with dwelling-houses attached; the machinery necessary for this establishment is to be imported from Liverpool.

Public Works.—The direct line of road from Vigo to Madrid, viâ Benavente and Orense, was opened on the 1st of this year, and the mail from Madrid now comes by that road, although about nine leagues is still unfinished.

A new road from Vigo to Bayona, a distance of three leagues to the westward of Vigo is also in process of construction.

Telegraphic communication from Vigo to different parts of Spain, as well as to the frontier of Portugal is, now complete.

General Remarks.—During the year 1860 the number of passengers arrived at Vigo amounted to 11,011:—

In Spanish vessels bound to Vigo from Spanish Colonies.	287
In Spanish vessels which performed quarantine (chiefly discharged soldiers)	1,143
In Spanish packets from Havana, to perform quarantine.	373
In Spanish steamers employed in coasting trade	8,135
In Spanish vessels from ports in South America.. ..	34
In Spanish steam-vessels from ports in France or England	43
In Portuguese vessels from Brazils, to perform quarantine	996
Total	11,011

The number of passengers which left Vigo by sea amounted to 7,090:—

In Spanish vessels having performed quarantine.. ..	436
In Spanish vessels bound to Spanish or foreign ports ..	33
In Spanish steamers employed in coasting trade.. ..	4,758
In Spanish mail-packets from Havana bound to France or England	138
In Spanish mail-packets from Havana bound to Barcelona	48
In Spanish vessels bound to Spanish Colonies or to ports in South America	717
In Portuguese vessels having performed quarantine ..	899
In British vessels bound to Spanish ports	16
In United States' vessels after performing quarantine ..	45
Total	7,090

This list does not include the number conveyed to and from Vigo by the vessels of the Peninsular and Oriental Company, or by the French packets, of which no Return is kept.

TURKEY.

RHODES.

Report by Mr. Campbell, British Consul at Rhodes, on the Trade of that Consular District, during the Year 1860.

DURING the year 1860 trade and shipping in general have considerably decreased. There is, however, a slight increase on British trade and shipping at Rhodes. Steam navigation is nearly the same as that of last year, the decrease on shipping bearing especially on Ottoman and Greek sailing-vessels, as will be seen by the following comparative Returns for each of the last five years, which show also the trade and shipping of the Islands of Mytilene, Scio, and Cyprus, during the same period, and by the accompanying detailed Returns for the year 1860.

Total amount of British Shipping and Trade from 1856 to 1860:—

1856.

Place.	Number of Vessels.	Tonnage.	Crews.	Value of Importation.	Value of Exportation.
				£	£
Rhodes ..	13	4,742	306	7,260	10,400
Mytilene ..	1	130	7	1,843	
Scio	22	2,559	229	10,900	16,050
Cyprus ..	16	3,976	189	..	14,680
Total ..	52	11,407	731	20,003	41,130

1857.

				£	£
Rhodes ..	10	3,243	164	15,615	7,517
Mytilene ..	2	308	16	615	2,228
Scio	5	1,822	80	3,000	14,500
Cyprus ..	4	1,397	62	960	6,300
Total ..	21	6,770	322	20,190	30,545

1858.

				£	£
Rhodes ..	6	2,066	94	3,200	50
Mytilene ..					
Scio ..	4	1,736	163	6,400	10,286
Cyprus ..	13	3,207	159	..	7,105
Total ..	23	7,009	416	9,600	17,44[illegible]

1859.

Place.	Number of Vessels.	Tonnage.	Crews.	Value of Importation.	Value of Exportation.
				£	£
Rhodes ..	13	2,458	162	7,000	3,000
Mytilene ..					
Scio	10	2,761	248	36,700	36,500
Cyprus ..	17	3,466	158	..	15,670
Total ..	40	8,685	568	43,700	55,170

1860.

				£	£
Rhodes ..	14	3,950	152	8,600	13,600
Mytilene ..	..				
Scio	4	1,798	103	9,000	5,500
Cyprus ..	6	1,015	59	900	4,647
Total ..	24	6,763	314	18,500	23,747

Total amount of Foreign Shipping and Trade from 1856 to 1860:—

1856.

Place.	Number of Vessels.	Tonnage.	Crews.	Value of Importation.	Value of Exportation.
				£	£
Rhodes ..	2,113	130,608	18,547	135,336	95,695
Mytilene ..	2,329	203,112	22,289	287,165	298,143
Scio	2,535	150,972	16,999	181,000	154,020
Cyprus ..	547	60,421	7,271	60,890	125,621
Total ..	7,524	545,113	65,106	664,391	673,479

1857.

				£	£
Rhodes ..	1,766	170,179	19,534	109,718	80,632
Mytilene ..	2,048	245,821	23,287	201,801	114,061
Scio	2,204	136,385	14,444	153,605	122,970
Cyprus ..	789	65,595	6,863	60,950	125,370
Total ..	6,807	617,980	64,128	526,074	443,033

1858.

Place.		Number of Vessels.	Tonnage.	Crews.	Value of Importation.	Value of Exportation.
					£	£
Rhodes	..	2,024	177,791	20,935	110,000	102,590
Mytilene	..	1,760	98,832	11,974	183,672	202,659
Scio ..	..	2,099	139,193	14,438	146,387	135,940
Cyprus	..	1,102	75,786	9,474	57,939	124,015
Total	...	6,985	491,602	58,841	497,998	565,104

1859.

Place.		Number of Vessels.	Tonnage.	Crews.	Value of Importation.	Value of Exportation.
					£	£
Rhodes	..	2,687	166,967	23,769	137,780	97,476
Mytilene	..	1,401	241,728	24,985	319,800	292,700
Scio ..	..	1,959	131,520	11,781	143,383	163,361
Cyprus	..	678	63,817	5,999	103,380	107,550
Total	..	6,725	594,032	65,634	704,343	661,087

1860.

Place.		Number of Vessels.	Tonnage.	Crews.	Value of Importation.	Value of Exportation.
					£	£
Rhodes	..	3,006	158,665	33,351	118,040	90,000
Mytilene	..	2,121	219,943	21,331	254,655	204,533
Scio ..	..	2,952	169,163	15,717	194,092	160,652
Cyprus	..	624	61,108	5,822		
Total	..	8,703	608,879	76,221	566,787	455,185

STEAM Navigation at the Port of Rhodes, from 1856 to 1860.

Austrian Lloyd's Steamers.

Years.		Number of Steamers.	Tonnage.	Importation.	Exportation.
				£	£
1856	..	93	41,079	63,704	15,285
1857	...	82	38,082	46,360	20,382
1858	..	59	27,286	26,850	19,280
1859	..	45	21,036	52,917	14,703
1860	..	54	23,155	40,860	30,170
French "Messageries Impériales."					
				£	£
1856	..	51	24,920	71,400	20,878
1857	..	57	38,815	34,450	34,056
1858	..	50	34,239	45,000	30,000
1859	..	51	36,675	76,600	72,626
1860	..	48	39,538	37,000	36,000
Ottoman Steamers.					
				£	£
1857	..	70	28,000	14,068	7,800
1858	..	74	30,000	29,000	18,500
1859	..	47	20,800	9,667	3,000
1860	..	42	20,000	12,000	5,000
Russian Steamers.					
				£	£
1858	..	22	13,521	3,100	500
1859	..	60	37,750	22,000	21,500
1860	..	33	24,730	25,000	18,000

The scarcity of money is the chief cause of the commercial depression during this year, a scarcity the evil effects of which are becoming every day more and more evident. Payments are effected with such difficulty that merchants are quite discouraged, so much so that they are obliged to hold back from undertaking commercial transactions to any extent, which, if they did, would be to their loss.

The lowering of the precious metals in our market has been brought about, firstly, by the necessity of exporting yearly gold and silver to pay for wheat and barley, the yield thereof in this island being not more than sufficient for a few months' consumption; secondly, by the fall in the currency, in consequence of the sudden withdrawal of the copper-money, with which the country was inundated, from circulation, at a loss of 15 per cent.; and thirdly, by fixing a tariff, ordering the Turkish pound or gold Medjidié to pass at 100 piastres, instead of at 125 piastres as formerly. Such is the want of confidence in the stability of this tariff that merchants, rather than risk a loss of 25 per cent., prefer keeping their money locked up until such time as the Turkish pound shall pass for its former value. It has now got up to 110 piastres.

The exportations from Rhodes itself during the past year have been almost null, they consisting principally of some insignificant cargoes of oranges, lemons, and onions, while the more important articles are the produce of Anatolia, whose trade is intimately bound up with that of this port.

Notwithstanding the lowering of the currency, the price of food has remained precisely the same, which is much felt by the whole population of this island, but more intensely by the poorer part thereof—a state of things not altogether attributable to the aforementioned causes, but in a great measure to the abuses of Turkish officials, who avail themselves of every circumstance to make a profit on their own account, by sacrificing the interests of the whole population. For instance, the exportation of such or such an article is prohibited when it suits the purpose of some influential individuals, and when it again answers their purpose they permit the exportation of the articles in question. The official appointed by the Porte to gather the tax of 20 per cent. lately established on spirits and wine, besides exacting what is justly due, extorts as much more as he can by every means, such conduct producing continual disputes between him and Ottoman as well as foreign subjects. The authorities at Rhodes, though seeing and acknowledging privately the many acts of injustice committed by this official, are afraid—as he is protected, they say, in the highest quarters—to take any steps in favour of the oppressed. The consequence is that all wine producers and distillers in these islands either mean to give up the trade altogether, or to import cheap alcoholic substances to make raki, the only spirit, almost, consumed in this quarter. By Turkish Government regulations the duty of 20 per cent. is levied on all wine or spirits made and consumed in Turkey, while foreign wines and spirits pay no such duty.

All these circumstances together easily account for the languishing state of trade at Rhodes, from which, however, that in sponges must be exempted, which is flourishing, more particularly from the circumstance of European speculators competing with native merchants, so that sponges have reached prices far beyond those of the preceding years. From all appearances, however, a reaction is probable, and a fall of 20 to 25 per cent. is likely to take place in the article when the produce of last summer's fishing is sold.

The subjoined Return will show the importance of the sponge trade among these islands.

MARKET Prices, and Value, in round numbers, of the Sponges sold during the last Five Years.

Years.	Price per Oke.			Total Sums of the Total Amounts sold.			Total Amount.
	Fine.	Common.	Coarse.	Fine.	Common.	Coarse.	
1856	300	60	35	35,000	25,500	4,500	65,000
1857	300	65	35	51,000	25,000	5,000	81,000
1858	325	100	30	35,000	50,000	5,000	90,000
1859	365	115	33	41,500	60,000	6,000	107,500
1860	420	130	35	53,500	81,000	7,500	141,500

Sponges are sold by weight, to increase which imperceptible quantities of sand were put into them. The Smyrna merchants, who supply the British market—as they do most of the other European markets—unable to discover the fraud thus practised on them, made an agreement with their agents in these islands to receive only sanded sponges, which thus became an established custom, as these merchants would then know exactly the value they got for their money. In consequence, sponges have for many years been sold filled with as much sand as they can hold.

There can be little doubt that merchants in Great Britain lose at least 10 per cent. in the purchase of sponges sanded than if they were not sanded:—1st, from the expenses of wetting, spreading out, and sanding them, a long operation; 2ndly, the expenses for guards, to prevent their being stolen while drying; 3rdly, warehouse expenses; 4thly, freight and Custom-house duties on their extra weight; and, 5thly, the expenses for taking the sand out of them in England. The whole of these expenses would be saved by buying the sponges from the divers in their virgin state.

Instead of employing Smyrna merchants, as hitherto, several French houses, the principal of which is that of MM. Coulombel, Frères and Devismes, of Paris, have sent out here gentlemen belonging thereto, to buy sponges on the spot. These gentlemen after witnessing the absurdity of sanding the sponges, and the useless expenses thereon, take the sand out of the sponges already sanded by the natives, and forward them to Marseilles, by which means they have made considerable profits.

If British merchants would pursue a similar method, they would gain in the same proportion.

The prohibition of the importation of timber from Anatolia has been the means of putting an end entirely to that once lucrative branch of trade ship-building, not only at Rhodes, but in the other islands, where it was carried on to some extent. There are still some unfinished vessels at Cassos and Castel Rosso, rotting on the stocks.

I understand that a dredging-machine is on its way here from Constantinople to clean out the outer and inner harbours, and that a large lantern for our lighthouse is to be supplied and put up by a French Company which has obtained the concession to erect lighthouses in Turkey.

During the last five months a number of masons and sixty-five convicts have been employed in repairing the sea-wall of the mole here, of which only about 20 yards are half completed. The works have been discontinued for want of funds, and the Chief Engineer, sent expressly from Constantinople to carry them on, has returned there.

It may not be inappropriate perhaps, in this place, to offer a few observations respecting the excavations now carrying on by Mr. Vice-Consul Alfred Biliotti on his own account, in the tombs of a necropolis discovered by him in 1859 near a village called Calavarda, fifteen miles from the town of Rhodes, on the north-west coast of the island. This necropolis was without doubt that of the once celebrated city of Camiros, whose site has hitherto been unknown.

In these tombs ancient earthen vases, and ornaments for the person in gold and silver, but the greater part in electrum, have been dug out in considerable quantities (many, however, of the one and the other broken to pieces or decayed), and sent to the British Museum. Some of the learned think that these objects are Phœnician, or Greco-Phœnician; and although Mr. Newton, that distinguished archæologist, is of the same opinion, he thinks it safer to class such antiquities for the present as Assyrian, little being as yet known of Phœnician art.

The vases, which are of different sizes and shapes, with several varieties of ornamentation, have been classed by Mr. Newton under the following heads:—

1. Vases with mæanders, stars, and geometrical delineations, painted in dark colours, without incised lines and monochromes, on a dark brown ground, arranged like metopes and triglyphs, occasionally with animals rudely executed.

2. Vases with figures of animals and monsters, such as sirens or gryphons, painted in black and crimson, with incised lines, on a cream-coloured ground *semé* with flowers. The human form is occasionally introduced. Many of these vases are in the shape of sirens, helmeted heads, and animals.

3. Vases with figures painted in black, on a red ground, with incised lines.

4. Vases with figures painted in black, and their accessories in crimson and white, with incised lines.

The following are the different kinds of ornaments which have been found in gold and silver, but more especially in electrum:—

Gold and electrum ear-rings, square tablets embossed and ornamented with filagree; hollow silver bracelets, filled up with lead, and the extremities ornamented with a gold serpent's head; small enamelled and porcelain vases, the former usually much decayed; opaque glass phials; diminutive well-preserved porcelain figures; scarabei; birds, &c.; small alabaster phials, without any peculiar character, always of the same shape; copper vases and utensils, which crumble to pieces on exposure to the atmosphere.

Not a single coin has been found in these tombs.

The excavations have not been very successful lately, owing to the tombs opened this autumn having been split in past time by earthquakes, causing them to fall in, thus breaking all the vases therein into small pieces.

Mr. Vice-Consul Alfred Biliotti confidently expects, however, to find, as he advances in his operations, other objects of antiquity besides those he has already found.

SCIO.

The total amount of the importation this year exceeds, as will be perceived, that of last year, in consequence of the great demand for corn, which has been imported in larger quantities and sold at higher prices than usual.

In British manufactures and twisted cottons there has been a slight rise, although the money-market has been for some time past in a most depressed state. The quantity of raisins exported is gradually falling off, Spain competing successfully with Scio and Chesmé in this article.

Few cocoons and little mastic have been exported, the crops of which have been indifferent.

The almond crop has failed entirely, while that of the olive has been most abundant. As many speculators have arrived from Mytilene and Candia to buy up the oil, the prices thereof are expected to be high.

The larger vessels of this island have been mostly employed in carrying grain from the Black Sea to Europe. The coasting-trade is rather on the increase.

It may be taken as a general rule that as long as the wants of the inhabitants are unattended to, namely, the cleaning out of the port, the substitution of stone warehouses and shops in the bazar for wooden huts, and the opening of communications by means of roads, the island can never become prosperous. The consequence of this state of things is, that all the more intelligent and wealthy of the Sciotes emigrate to foreign ports, more especially to Syra, where they can employ their capital to greater advantage than in their native island, and where they are afforded every protection in their commercial transactions.

CYPRUS.

The exportation of wheat and barley has been less during the past year than during the two preceding years. In consequence of the ravages of the locusts with the mulberry-leaves, the crop of cocoons has been extremely short.

The principal exports to the United Kingdom continue to be cotton, madder-roots, locust-beans, and terra umbra.

Importations have been to about the same amount as in preceding years. Although it appears by the present Returns that few or no goods came here from Great Britain, still the whole of the cotton manufactures are brought from thence, they being shipped at Liverpool in the steamers to Beyrout and Smyrna, and forwarded from those places to Cyprus by Turkish and other foreign vessels.

The other imports are mostly the produce of France and Austria.

The trade of the Port of Limassol is on the increase.

MYTILENE.

Much dulness has prevailed in trading operations here this year, as compared with those of the two preceding years. On the one hand, the olive crop, the chief produce of this island, has scarcely reached 55,000 cantars (cwt.), the usual quantity being about 100,000 cantars, and, on the other hand, the crop of cocoons, valonea, wine, and dry figs have been middling in quantity and quality.

As a natural consequence, importations have been unimportant, more particularly in such articles as sugar, coffee, and natrum, in which there has been a falling-off of about one-half. These articles, which are set down in the importations, have been re-exported to the neighbouring markets on the coast of Asia Minor.

Money at present is uncommonly scarce. Merchants find it most difficult to procure funds, and landed proprietors sell beforehand their oil of the new crop at low prices, under an obligation to deliver it in March next. The country suffers much from this state of things.

SAMSOON.

Report by Mr. Barker, Consul at Samsoon and Sinope, on the trade of Samsoon, during the year 1860.

In comparing the Returns of trade for the years 1859 and 1860, I find there has been an increase in imports in the article "Manufactures," which in 1859 were 8,909 bales, and in 1860, 10,262 bales. But on the whole the imports in value have not come up to the amount of 1859, which were 629,166*l.*, but in 1860 only 417,857*l.* This is to be accounted for in part by the absence of British shipping, for neither steam nor sailing vessel entered or cleared this port in the year 1860. This does not imply that not any British manufactures, or that a less quantity, were imported; for although British goods did not come in British ships, they were received from Constantinople in other bottoms, and formed the greater proportion in the imports of manufactured articles; but it means that the want of returns suitable for the English market has prevented a direct trade, and a consequent diminution in the imports as a whole.

On the other hand, there is an increase in the value of the exports, which were in 1859, 455,216*l.*, and in 1860, 510 182*l.*, which has arisen from the excellent crop of maize or Indian corn, which allowed 80,000 kilos of this produce to be exported to Constantinople and elsewhere, representing a value of 15,000*l.* during the latter part of 1860 and the beginning of the present year, whereas in 1859 only 400 kilos, worth 75*l.*, were exported.

Wheat and barley, again, have been articles of exportation during the same period of 1860, the prices in Europe having allowed of shipment to Constantinople and Syria to be effected: 8,079 bags, representing a value of 10,000*l.*, were shipped, whereas none were sent off in 1859.

This exportation is steadily going on, and will continue as long as the prices will admit of it; and if roads were made to the interior, this port would probably become the most important of all on the Black Sea for the shipment of grain, as the whole of the several Pachaliks of Amassia, Tokat, Sivas, Uzgat, Kaisseriah, and Kharpoot, would send their corn here as the best and nearest port on this coast.

But a certain increase has also been caused by the tobacco leaf, the cultivation of which bids fair to supersede all other in this and the adjoining districts. In 1859 the number of bales exported was 26,798, representing a value of 160,788*l.* In 1860 the number of bales was 28,127, value 168,762*l.*

Russia is the great market for this article, and the remainder is sent to Constantinople, there to be distributed to Egypt and the several countries and towns in the Archipelago, where this sort of light tobacco is appreciated. Little finds its way to Europe.

The cultivation of this plant has been extended, and will in all probability continue to be extended, perhaps to the exclusion of all other, unless increased taxation prevents it. The high prices obtained for the article, the facility of its exportation to any amount by steam-vessels, and the greater facility and lesser expense of its carriage to the coast from the villages by every horse-load having a higher value, as compared with grain, have been the stimulating causes. Another, and probably a more important one, has been the readiness with which money is advanced to the peasant in anticipation of this produce by the speculating merchant, who foresees a better chance of the crop not being devoured, and a greater certainty in the sale of the article than in grain, the prices of which are more fluctuating.

On the other hand, the peasant also finds more equality in the crops in regard to the seasons, particularly Indian corn, the success of which is entirely dependent on the rains.

These advantages compensate for any extra time and labour bestowed on the cultivation of tobacco, and the heavy dues levied by the Government, which are as follows:—

	3rd Quality, worth 4 to 8 piastres per Oke.	2nd Quality, worth 8 to 10 piastres per Oke.	1st Quality, worth 10 to 16 piastres per Oke.
	per cent.	per cent.	per cent.
Paid by the producer as Tithes ..	10	10	10
Paid by the consumer as Customs duty	12	12	12
Paid by the consumer as Consumption tax—			
1½ piastres per oke on the average value of 6 piastres per oke	25		
3 piastres per oke on 2nd quality on the average value of 9 piastres per oke ..	..	33	
6 piastres per oke on 1st quality on the average value of 13 piastres per oke ..	..	..	46
	47	55	68

On a still inferior quality, worth only 1 piastre per oke, 1½ piastres on every oke are levied, which is 150 per cent. The oke is 2¾ lbs.

Cotton is little cultivated in this district, nor, indeed, could it be grown to any extent, for tobacco is planted and reared at the same season that cotton would require all the farmer's time. American cotton also needs more attention in the picking than the natives have any inclination to devote to it, and consequently the very inferior qualities are generally sown in the East, although their relative values are well understood. If the Government of His Majesty the Sultan would patronise its cultivation by exempting this article from the payment of any dues for a certain time, there would be a probability of its getting a fair trial; but I hardly think the prices obtained would compensate the peasant for the abandonment of the tobacco plant, as long as this latter is in such demand in Russia and elsewhere, and commands such high prices.

The means of transport by sea are not wanting. Since the month of July 1857, the French Messageries Impériales steam-packets have been running regularly once a week between Constantinople and Trebizond, touching at the intermediate stations, of which Samsoon is the most important. The Austrian Lloyds were long before that time on this line, and we have two Turkish Government Companies, the Arsenal and the Mint, who ply regularly, one every week, under the patronage of their respective Administrations. When to these four Companies an occasional steam-vessel from one of the British Companies established at Constantinople be added, it will be seen that the port of Samsoon has abundant means of rapid transport by sea, independent of the sailing vessels which load grain. Inland facility for traffic by the formation of roads is the only thing wanting, an absolute necessity for the extension of trade, for during the winter months the roads are almost impassable on account of the deep mud formed by the tenacious clay which composes the surface deposit for some way into the interior of Asia Minor.

As the port of Samsoon is principally a depôt for the shipment of goods in transit to the interior towns, and *vice versa*, the difficulties in the rise and fall of the value of the coin in circulation (we have no paper currency), is not so much felt as it is at Constantinople, except when the factor is compelled to pay the Custom-house dues, and then specie is to be imported from Constantinople or from the interior for this purpose, and paid to the Customs at Government rates, which are always at the lowest, and by which a very serious loss is sustained by the merchant. At present the rates of coins in the bazaars are 50 per cent. higher than Government rates, the silver "megideh" passing for 30 piastres, whereas it can only be received by the Custom-house at 20 piastres.

UNITED STATES.

BOSTON.

Report by Mr. Lousada, British Consul at Boston, on the Trade of that Port, during the year 1860.

I HAVE the honour, herewith, to report that the trade within this Consulate during the year 1860 has not been marked by any particular feature. The statistics, therefore, which I annex show a slight increase in some few particulars, and a diminution in others; but the general balance is about the same as in 1859.

An attempt was made by a distinguished member of the British Parliament to induce the Massachusetts Board of Trade to agree to certain important changes in the registering of British vessels, and to throw open the coasting trade; the particulars of which proposals were so prominently noticed in the public journals on both sides of the Atlantic, that repetition here would be superfluous. After due consideration, the Boston Board of Trade decided that on both points, although there existed some diversity of opinion among merchants, yet that at present "the general interest of the country, and especially the interest of trade and commerce, would not be promoted by a change in the laws with respect to either."

Steam navigation has been increased by new lines between Boston and Baltimore, and Boston and Savannah. These lines, as was anticipated at the outset, have proved of great public convenience, and have materially increased the trade between this and the Southern ports. About 20,000 tons freightage capacity has thus been added, and a vessel leaves this port for the points named every five days. A line of steamers between Boston and Maine, and some fine fast steamers have also been introduced in the Mediterranean fruit trade. Great exertions have likewise been made to augment the steam communication with the South; and two iron screw-steamers of 1,150 tons each have been built to run between this and Charleston (these steamers since bought for Government and armed against the South); others were preparing to go to New Orleans viâ Cuba. These several new steamers of which I have spoken (to make no mention of others) afford evidence that the mechanical skill here is ample to supply vessels as strong, as safe, and as swift as any constructed elsewhere.

The shipping interest has been more fully employed and better paid than for several years. The large amount of breadstuffs going forward to Europe has given employment to all available tonnage, while vessels engaged in the East India trade and other branches of commerce have obtained very remunerative rates.

The arrivals from foreign ports for the year 1860:—

Ships	187
Brigs	866
Barques	359
Schooners	1,879
Total	3,291

In the year 1859:—

Ships	248
Brigs	811
Barques	381
Schooners	1,649
Total	3,089

The import of cotton shows an increase of 58,272 bales over the very large receipts of last year; an indication that the cotton mills of New England have been fully employed. The activity of the trade of 1860, in connection with the prosperity of the two previous years, has placed this department of industry in a flourishing condition.

Woollen manufactures have also been engaged in a profitable trade; fears are entertained, however, that the coming year will be an unfavourable one for the manufacturing business, on account of present hostilities and financial troubles.

The boot and shoe trade shows a falling off of 92,000 cases; the quantity being 658,000 cases, against 750,000 in 1859; equivalent to 3,500,000 dollars.

Breadstuffs, provisions, and produce generally have met with a very fair demand. Great Britain has purchased largely of these products the past year, and good prices have been realized. Business with the West and South has been comparatively large; and with the facilities (already mentioned) afforded by the new steamship levies to the South, makes the prospect of a largely increased trade quite promising for the future. With Canada the produce trade is increasing rapidly. The trade is as yet in its infancy, as only a few years have passed since produce from that section sought the market to any extent.

The value of some few articles of produce received from the South, the West, and the Canadas, in 1860, nearly all of which is consumed in this neighbourhood, is estimated as follows:—

	Dollars.
Cotton	20,000,000
Flour	7,000,000
Corn	1,000,000
Oats	600,000
Coal	3,000,000
Hides	2,000,000
Leather	10,000,000
Provisions	3,000,000
Naval stores	700,000
Butter and cheese	3,500,000
Wool	6,000,000

Calcutta goods, with the exception of gunny cloths, have moved off quietly during the year, but at prices, on the whole, which were not satisfactory. The imports of the year show a falling off in nearly all the leading articles, such as linseed, saltpetre, gunny-bags, and cloth, compared with last year. The markets of the country, however, have been amply supplied; but the amount taken for consumption, based upon the movements of previous years, has fallen short of expectation.

The current rates for money in January last were from 6 to 12 per cent., with a good demand at those rates. The sudden and unexpected panic in November, on account of the Secession movements at the South, completely changed the whole aspect of the market Money became suddenly scarce, where but a week before it was abundant. In the last of November and early in December the stringency exceeded, if anything, the panic of 1857; from 1½ to 2½ per cent. per month were not unusual rates. In fact, capitalists for some weeks made their own terms.

The exports of specie from this part during the year has been 1,666,547 dollars, against 6,049,420 dollars in 1859.

Bankers' sixty-day bills on London, from 8½ to 10 per cent. from January to early in November, but for the six weeks the rates have been almost entirely nominal, ruling from par to 5 per cent., with sales principally at 2 and 5 per cent. during that time.

The rates for the year 1860, par to 10 per cent.; for the year 1859, par, 9¼ to 10½ per cent.

Coal has maintained better prices than last year;

owing to the increase of transportation, a much higher average rate of freight having been sustained. Sales of Picton and Sydney for the years—

	$ $
1860	4·40 to 6·60
1859	4·15 to 6·50

The stock of cotton on hand is 5,000 bales, against 3,500 bales in 1859.

The exports from this port to foreign ports have been as follows:—

	Bales.
1860	10,903
1859	8,768

The demand for cotton goods has continued without much abatement nearly the entire year; and the production of all the leading mills has found a ready sale at good and remunerative prices. The exports from Boston the past three years have been as follows:—

	Packages.
1860	35,804
1859	33,362
1858	31,421

The prospects of the trade the coming year are not so encouraging. Exports to the East Indies have been materially checked for some months past, and drills begin to accumulate on the hands of manufacturers.

The Western trade promises fair; but to what extent the political and financial excitement will interfere with operations with the South and West, remains to be seen.

The flour-market maintained a very uniform tone until the middle of November, and prices were less fluctuating than in any previous year for ten years.

Imports for the years—

	Barrels.
1860	1,164,732
1859	1,049,186

Exports to foreign ports for the years—

	Barrels.
1860	234,613
1859	164,875

Imports, corn meal:—

	Barrels.
1860	9,866
1859	6,670

Exports:—

	Barrels.
1860	14,390
1859	13,607

Prices of corn ruled highest in January last, when sales were made at 90 and 92 cents for southern yellow, and 15 and 90 cents for white. The receipts show an increase of 276,709 bushels, compared with last year. The highest and lowest prices for the year—

	c. $ c.
1860	65 and 0 92
1859	81 and 1 15

The receipts for corn and oats for the year—

	Corn.	Oats.
	Bushels.	Bushels.
1860	2,098,250	1,467,611
1859	1,821,541	1,188,495

Receipts of rye and shorts—

	Rye.	Shorts.
	Bushels.	Bushels.
1860	33,156	551,795
1859	24,920	448,492

Receipts of wheat—

	Bushels.
1860	30,135
1859	13,361

Exports of corn and wheat—

	Corn.	Wheat.
	Bushels.	Bushels.
1860	9,421	3,502
1859	16,289	2,831

Hay has been at very full prices during the year and in good demand for shipping. The highest and lowest prices for the year—

	Per ton. $ $
1860	18 to 24
1859	12 to 20

Very little American hemp has been received during the year; transactions for the most part confined to retail lots.

The stock in the first hands is 125 bales, against 1,000 bales in 1859.

Manilla hemp has ruled unusually low throughout the year, and the movements in this article have been marked with very little life or buoyancy. The stock in speculators' and manufacturers' hands, in the year—

	Speculators.	Manufacturers.
	Bales.	Bales.
1860	41,263	12,000
1859	48 848	8.550

From January last to July, prices of hides were comparatively uniform—the sales of Buenos Ayres ranging from 24½ to 26 cents per pound. In July the panic in the English market caused a decline to 21 and 22 cents, at which prices some sales were made the last of July and early in August; but in October and November the current prices were 24 and 25 cents. Early in December the prices of Buenos Ayres rapidly declined, sales having been made at 20 and 21 cents, the lowest point of the year. Considering the depression which has ruled in the boot and shoe trade, hides have maintained a very high range of prices comparatively. Prices during the year—

	c. c.
1860	20 to 26
1859	22½ to 28½

The imports have been as follows:—

	Bales.	Number.
From Buenos Ayres	..	58,579
„ London	220	
„ Liverpool	..	1,148
„ All others	3,866	393,340
Total 1860	4,086	453,067
„ 1859	8,167	618,387
„ 1858	6,383	619,919

The import of goat skins:—

	Bales.	Number.
1860	3,951	36,183
1859	5,405	136,900
1858	3,287	67,912

The stock of Calcutta goat-skins in first hands is 924 bales, against 743 bales in 1859.

Hops, which for some years have attracted very little attention, have become an important item, on account of the failure of the English crop. The sales in the market during the year have been from 8 to 30 cents; late transactions have been at 25 to 30 cents, the highest figures obtained for a long time.

The highest and lowest for the year—

		c. c.
1860	from	8 to 30
1859	„	9 to 15
1858	„	5 to 15

Indigo: stock on hand—

		1860.	1859.
Bengal	Chests	542	675
Kurpah	„	156	165
Fig ..	„	..	28
Pondicherry	„	..	29
Guatemala	Ceroms	284	163
Madras	Chests	..	43
Java	„	..	20

To arrive from Calcutta, and on shipboard, to Boston, 12 chests; to Philadelphia, 167 chests: same time last year, none.

The arrivals from Calcutta have been as follows:—

	1860.	1859.
	Chests.	Chests.
Boston	1,017	1,499
New York	367	261
Philadelphia	167	102

At Boston:—

	1860.	1859.
	Packages.	Packages.
From Great Britain ..	801	1,600
Other places	137	145

A review of the indigo market for the past year does not present any feature of especial interest.

Ice is quite one of the staples of Massachusetts; the Wenham Lake and Fresh Pond being within a few miles of this city.

The clearances at the Custom-house during the year have been as follows:—

	Tons.		Tons.
To East Indies ..	14,803	To Nassau ..	570
Callao . ..	3,507	Antigua ..	100
Ceylon . ..	1,417	Port Spain ..	1,234
Australia ..	863	Porto Rico ..	329
Aspinwall ..	830	Pernambuco ..	100
Rio Janeiro ..	1,150	Hayti	131
Brazil . ..	1,273	Port-au-Prince ..	252
Cadiz . ..	250	Martinique ..	472
Demerara ..	1,735	West Indies ..	161
St. Thomas ..	1,776	Bermuda ..	24
Havana . ..	1,804	Coastwise ..	97,211
Cuba	9,024		
Jamaica ..	2,482	Total, 1860 ..	142,463
Barbados ..	603	,, 1859 ..	129,403
Buenos Ayres ..	362	,, 1858 ..	92,595

Scotch pig-iron has been in steady demand the past year, prices of the leading brands ranging from 23 to 28 dollars per ton; the market closing at the lowest figure.

American pig-iron has been sold during the year from 24 to 26 dollars per ton.

The highest and lowest prices of Scotch pig-iron for the year—

	$	c.		$	c.
1860	23	0	to	28	0
1859	23	50	to	30	0

Imports have been as follows:—

	Tons.	Bars.
From Sweden . ..	4,435	86,289
,, Great Britain ..	1,719	849,089
,, Coastwise ..	1,733	45,860

Imports for three years past have been as follows:—

	1860.	1859.	1858.
Bars	981,238	792,701	477,812
Tons	7,887	11,110	1,781

The exports of lumber have been as follows:—

	Lumber.	Shingles.
1860	16,781	3,594
1859	21,105	5,563

The market has been very liberally supplied with West India salt for a month or two past, and as packing operations were in part suspended on account of the money pressure, the article has been very dull and unsaleable, unless at a very low price. The cargoes of West India received during the year have been sold from 1 dollar 35 cents to 1 dollar 70 cents per hogshead.

The imports have beeu as follows:—

	Bushels.
From England	395,352
,, Spain, on the Atlantic	252,984
,, Two Sicilies	162,222
,, British West Indies	358,705
,, Dutch West Indies	165,154
,, France, on the Atlantic	4,233
,, Cape de Verds	10,354
,, British North American Possessions .	7,881
Total, 1860	1,356,885
,, 1859	1,394,855

The imports of saltpetre have been as follows:—

	Bags.
1860	64,114
1859	87,527

The entire import from India into the United States has been as follows:—

	Bags.
39 ships, Boston	62,203
14 ,, New York	17,166
4 ,, Philadelphia	6,096
Total	85,465

In addition to the above, there has been imported from Europe—

	Bags.
Into Boston	1,911
,, New York	4,288
,, Philadelphia	976
Total	7,175

The quantity on the way, up to last dates, from Calcutta, November 8th, 1860, is 33,271 bags, and the quantity loading at the same time is 32,000 bags. A fair estimate of the consumption for the year is 75,000 bags.

	Bags.
Consumption for the year 1859 ..	100,000
,, ,, 1858 ..	70,000
,, ,, 1857 ..	80,000

The receipts of foreign wool show some falling off compared with last year; but the market has been very well supplied with all kinds during the year, with a fair demand from manufactures.

The imports of foreign have been as follows:—

	Bales.	Quintals.
1860	30,160	16,471
1859	36,708	33,774

In January last the market opened firm for sugar, prices ruling from $6\frac{3}{4}$ to $7\frac{1}{2}$ cents for Nos. 8 to 11; $7\frac{3}{4}$ to $8\frac{3}{4}$ cents for Nos. 12 to 16; and 9 to $9\frac{1}{2}$ cents for Nos. 17 to 20.

The first six months of the year the market, generally speaking, was firm, and good prices were sustained. From July to November the tendency of the market, influenced by more favourable advices in relation to the Louisiana crop, in connection with large receipts from and the prospect of a very good crop in Cuba, has been downward; prices ruling during that time from $\frac{1}{4}$ to $\frac{3}{4}$ cents under these figures; but, in November, the unsettled state of the money market caused a rapid decline in the article, and for six weeks past prices have been almost entirely nominal, touching, early in December, the low figure of 5 to $5\frac{3}{4}$ cents for Nos. 8 to 11; 6 to $6\frac{3}{4}$ cents for Nos. 12 to 16; and 7 to $7\frac{1}{2}$ cents for Nos. 17 to 20.

The highest and lowest prices for the year—

	Boxes.	Hhds.
	c. c.	c. c.
1860	5 to $9\frac{7}{8}$	5 to $8\frac{1}{2}$
1859	$6\frac{1}{2}$ to 10	5 to 8

The stock in first hands December 31, 1860, was—

	1860.	1859.
Boxes	19,705	9,560
Hogsheads	4,413	1,549
Bags	62,994	
Baskets	2,725	

The imports have been as follows:—

	Hhds. and Casks.	Barrels.
Foreign	33,179	855
Coastwise	6,084	38,687

The exports to foreign ports have been as follows:—

	Boxes.	Hhds.	Barrels.
1860	4,094	1,313	7,485
1859	1,505	461	13,313

The stock of leaf tobacco in first hands is 1,000 hogsheads against 600 hogsheads in 1859.

The imports have been as follows:—

	Hhds.	Bales.	Boxes and Kegs.
1860	2,216	2,645	62,664
1859	1,447	7,382	64,316

Wine.—The imports of the year have been as follows:—

	Doz.	Gallons.
Sherry and St. Lucar		22,546
Sicily and other Mediterranean ..		31,839
Spain, on the Mediterranean ..		9,919
Spain, on the Atlantic		13,407
France, on the Mediterranean ..		2,227
Austria, and other German		2,684
Fayal, and other Azores		68
Holland		1,224
Port		4,171
Claret		298
Red, not enumerated		3,906
In Bottles:—		
Champagne	8,113	
Sherry	125	
Port	20	
All others	1,134	
Total	9,392 =	28,176
Total, in 1860		120,465
,, 1859		119,738

This statistic is, to a minor degree, interesting, and does not show a great consumption in ratio to the population.

The pilot laws have been, to a certain extent, modified and approved by the Governor and Council. Rule 19 is the only one which would bear upon our provincial vessels; it is as follows:—"Vessels of 200 tons burthen and under, and liable to pay pilotage, declining the services of a pilot, shall henceforth be liable only for one-half of the regular pilotage-fees; and also vessels of less than seven feet draught of water shall be exempt from compulsory pilotage in all ports in the commonwealth.

The capital of the banks is officially reported for—

	Dollars.
1860, at	37,258,600
Against 1859	35,125,433

The valuation of Boston for—

	Dollars.
1859	158,410,900
1860	163,891,300

The tonnage for the year—

1859	455,622
1860	459,947

Foreign vessels entered—

1859	2,052
1860	2,138

Foreign vessels cleared—

1859	2,090
1860	2,170

Imports for the year—

	Dollars.
1859	41,174,670
1860	39,360,560

The merchandize imported into Boston in transit inland for the adjacent British provinces, during the year 1860, was valued at 203,685 dollars.

The city of New Bedford, Massachusetts, is, in proportion to its size, one of the wealthiest cities in the United States, having, with a population of only 23,000, a taxed property of 28,000,000 dollars, almost wholly drawn from the whale fisheries.

Since 1857, however, this important interest has been gradually declining. The almost universal use of gas, and the recent discoveries of coal oil, have so reduced the whaling business that there is a decrease in American vessels devoted to this enterprise of 22 per cent., and New Bedford alone has suffered a falling off of 12 per cent.; its present whaling fleet comprising but 292 vessels, with an aggregate of 98,860 tons, and an invested capital of about 10,000,000 dollars; a decrease, since 1857, of 141 vessels, and 45,463 tons.

Of the yearly "sperm-oil catch," amounting to 75,500 barrels, one-half, valued at 1,500,000 dollars, goes to England. The bone, valued at 1,500,000 dollars, is mostly sent to France and Germany; while the "whale oil" finds a ready sale in the United States.

The manufacturing of coal oil has had a ruinous effect upon the whaling interest, and the competition is such that oil which it costs 60 cents to produce will now bring but 40 cents.

The increase of Boston is something wonderful: buildings of a most solid and costly nature springing up on every side; old streets are pulled down, and replaced with granite blocks, containing all the modern improvements. The "Back Bay," a large sheet of water, is gradually being filled up, and first-class houses erected thereon; and yet rents, so far from diminishing, are increasing—what let formerly for 800 dollars a-year are now scarce at 1,200 and 1,600 dollars. The increase on real and personal estate in this city is 13,500,000 since 1859—7,500,000 upon real, and 5,500,000 on personal estate. On the whole State the figures are in 1859, 840,923,927 dollars; in 1860, 897,795,326 dollars; showing for 1860 in excess of valuation of 1859 no less than 56,871,399 dollars.

The only decrease is in Nantucket, which shows a falling off of 700,000 dollars since 1850.

The number of passengers for the port of Boston from September 30, 1859, to September 30, 1860, was 15,721, in 872 vessels from foreign ports, as follows:—

In 32 American vessels from England		4,715
70 from British Provinces		2,753
55 from other places		531
		7,999
27 English vessels from England ..	2,239	
655 from British Provinces	4,980	
31 from other ports	158	
2 Galway steamers	345	
		7,722
Total number of Passengers		15,721

The emigration to this port has been somewhat larger than that of the previous year, and the emigrants have mostly been young persons in good health.

The new line of emigrant steam-ships established between the port of Galway in Ireland and this port, if continued, will undoubtedly increase the number of arrivals of emigrants.

On the whole, I should report Massachusetts as having been in the full tide of commercial prosperity, and business only partially checked by fears of the storm coming in the future; a storm which has now burst over us in the sad shape of civil war, depreciating property and diverting the course of industry.

This, however, will more particularly come into my Report for the current year.

BUFFALO.

Annual Report of Mr. Donohoe, British Consul at Buffalo, upon the Trade of that Port during the year 1860.

Before entering into statistics showing the amount of trade at this port during the past year, I may as well remark that the business in grain has been the largest ever before transacted in this city. Up to November vast quantities of western produce were moved forward towards the Atlantic seaboard, but with that month business of all kinds became suddenly stagnated, capitalists lost confidence, and the political aspect of affairs in the South utterly prostrated and crippled the energies of our business men.

The receipts of wheat during the season of 1860 amount to 18,502,649 bushels, being very nearly double those of 1859. The source of supply from which we have drawn this immense quantity is as follows:—

	Bushels.
Ohio	895,414
Indiana	2,110,501
Michigan	1,505,325
Illinois	7,082,352
Wisconsin	6,251,322
Canada	657,735
Total	18,502,649

The receipts of Indian corn during the year have likewise been larger than any previous year, and amounted to 11,386,217 bushels. The source of supply being as follows :—

	Bushels.
Ohio	379,509
Indiana	2,005,082
Michigan	333,941
Illinois	8,590,341
Wisconsin	54,188
Pennsylvania	11,300
Canada	11,856
Total	11,386,217

The receipts of oats have not been large, and only amount to 1,209,594 bushels, showing a slight falling off as compared with 1859.

The receipts of barley amount to 262,158 bushels, 214,982 bushels of which have been received from Canada: the principal supply used formerly to come from Illinois, but owing to the heavy shipments from Chicago to the South during the year, we have only received from that State 45,205 bushels, whilst in 1859 she shipped to this port 266,008 bushels. There is a considerable local demand for this grain in this market, as the breweries of the city consume some 60,000 bushels every year.

The receipts of rye have been small, and only amount to 80,822 bushels. The receipts of peas amount to 80,346 bushels, of which 56,878 bushels came from Canada.

There has been a falling off in the receipts of flour at this port during the past year. The total receipts amount to 1,122,335 barrels, and the supply has been derived as follows :—

	Barrels.
Ohio	200,332
Indiana	248,936
Michigan	264,362
Illinois	155,851
Wisconsin	184,500
Pennsylvania	102
Canada	68,252
Total	1,122,335

There are eleven mills in active operation in this city, and they have turned out during the year 243,536 barrels.

The season has been highly remunerative to shipowners, freights having ruled high, particularly towards the close of the season, when every vessel capable of keeping above water was fully occupied; the lowest figure for freight upon a bushel of wheat from Chicago to Buffalo was in May, when 4 to 6 cents were paid; the highest in October, when 12 to 18 cents were freely given.

The rates of freight per canal to New York have likewise ruled high, ranging from 16 to 25 cents per bushel during the season.

The trade of this port with Canada during the past year has been very large; the value of the exports amounts to 624,393 dollars, and the imports to the sum of 2,886,186 dollars, nearly all of the latter sum being represented by articles admitted free under the Reciprocity Treaty. I annex some Tables taken from the books of the Custom-house of this port, in order to show in what the trade consists.

Exports.

TABLE of Articles the product of the United States, Exported during the Year ending December 31, 1860.

Description of Articles.		American Vessels.		Foreign Vessels.	
		Quantity.	Value.	Quantity.	Value.
			Dollars.		Dollars.
Adamantine candles	Lbs.	5,931	643	2,983	357
Apples	Barrels	2,242	4,581	768	1,808
Ashes, pot and pearl	Cwt.	60	531		
Beef	Barrels	40	487	31	381
Beer	Galls.	190	96	30	65
Billiard tables and apparatus ...	No.	...	...	...	250
Boards, planks, and scantlings .	Feet	...	...	1,500	165
Books	...	...	1,599	...	475
Brick, lime, and cement ...	...	...	1,772	...	754
Brooms and brushes	...	...	139	...	131
Butter	Lbs.	875	171	260	40
Cables and cordage	Cwt.	317	3,750	89	1,137
Carriages and parts of carriages	No.	16	3,805	11	1,445
Cheese	Lbs.	36,540	3,654	24,160	2,416
Clover-seed	Bushels	464	2,331	112	554
Coal	Tons	1,570	8,706	855	4,998
Copper and brass, manufactures of	...	...	1,169	...	774
Drugs and Medicines	...	...	4,674	...	4,151
Flax-seed	Bushels	...	...	37	29
Fire engines	...	...	1,325		
Fish, dried and smoked	Cwt.	84	620	27	151
„ pickled	„	25	291	14	154
Gunpowder	Lbs.	2,069	3,497		
Hams and bacon	...	14,320	1,344	5,050	505
Hats	...	...	2,568	...	1,113
Hemp	Tons	3	208	1	150
Hides	...	...	3,800	...	2,298
Horned cattle	No.	4	120		
Horses	„	9	970	10	1,000
Hops	Lbs.	14,590	1,008	860	40
Household furniture	...	...	6,826	...	5,258
Indian corn	Bushels	54,293	30,059	39,527	22,016
Indian-meal	Barrels	433	1,454	189	568
Nails	Lbs.	52,300	2,228	20,800	755
Pig iron	Cwt.	1,807	2,840		
Iron, manufactures of	„	...	38,861	...	20,308
Lard	Lbs.	4,540	464	2,270	227
Lard-oil	Galls.	85	54		
Lead	Lbs.	420	21		
Leather	„	16,335	3,118	4,975	967
Boots and shoes	Pairs	1,790	3,189	1,004	1,707
Linseed oil	Galls.	9	7		
Tobacco, manufactured	Lbs.	128,595	11,468	100,390	10,501
Cotton, manufactures of, calico .	...	...	10,321	...	5,459
„ white, other than duck .	...	...	11,092	...	4,680
„ other manufactures of .	...	...	6,941	...	3,420
Glass	...	...	5,406	...	2,878
Bags of hemp	...	...	370		
Marble and stone	...	...	3,439	...	1,711
Wood, manufactures of	...	...	5,337	...	3,503
Molasses	Galls.	4,062	2,010	1,556	778
Musical instruments	...	...	2,062	...	1,047
Oak-bark	...	...	...	...	198
Whale oil	Galls.	3,833	3,819	2,980	3,024
Paints and varnish	...	...	2,465	...	1,169
Paper and stationery	...	..	3,307	...	1,177
Pork	Barrels	372	5,871	352	5,516
Potatoes	Bushels	151	51	223	88
Printing-presses and type ...	...	...	150	...	...
Rice	Tcs.	24	386	19	570
Resin and turpentine	Barrels	56	320	39	597
Rye, oats, and other small grain	Bushels	8,610	3,442	1,145	4,579
Saddlery	...	...	409	...	60
Salt	Bushels	30,806	9,418	29,704	9,978
Skins and furs	...	...	2,498	...	255
Soap	Lbs.	4,045	175	5,025	223
Spirits, from grain	Galls.	1,260	281	403	134
Spirits of turpentine	„	715	522	1,496	1,186
Staves and heading	1,000	...	...	13	266
Brown sugar	Lbs.	11,420	987	6,147	495
Refined sugar	„	18,841	1,622	...	
Tallow	„	30,620	2,966	100,092	7,051
Pitch and tar	Barrels	259	1,024	197	791
Trunks and valises	...	...	136	...	120
Vinegar	Galls.	1,450	308	486	62
Wearing apparel	...	...	614	...	400
Wheat	Bushels	88,747	91,443	36,314	39,987
Wheat flour	Barrels	2,176	13,225	1,462	8,731
Wool	Lbs.	12,888	2,613		
Other articles not specified ...	...	...	8,807	...	807
			358,085	...	199,386 358,085
Total	...	...	...	...	557,471
Domestic Exports	...	...	...	...	557,471
Foreign Exports	...	...	...	...	66,922
Total	...	...	...	...	624,393

TABLE of Foreign Merchandize Exported during the Year ending December 31, 1860.

Description of Articles.		American Vessels.		Foreign Vessels.	
		Quantity.	Value.	Quantity.	Value.
			Dollars.		Dollars.
Coffee	Lbs.	15,063	1,744	9,010	946
Tea	„	49,564	29,567	39,037	23,465
Currants	„	4,390	369	6,152	410
Dates	„	...	...	1,249	130
Figs	„	4,290	424	35,015	470
Lemons	...	...	604	...	377
Oranges	...	...	462	...	355
Prunes	Lbs.	887	85	540	54
Raisins	„	5,760	576	9,905	490
Indigo	...	...	33	...	10
Molasses	Galls.	65	35		
Almonds	Lbs.	2,600	289		
Nuts	...	...	50	...	490
Cassia	...	...	42	310	80
Cloves	...	...	...	104	121
Ground ginger	Lbs.	662	52	942	83
Nutmegs	„	310	155	87	80
Black pepper	„	2,940	297	980	100
Pimento	„	2,213	252	825	82
Brandy	Galls.	40	76		
Spirits, from grain	„	105	113		
Brown sugar	Lbs.	27,884	1,332	1,200	98
Tin, and manufactures of ...	...	...	258	...	330
Wares, china, porcelain	...	...	733	...	173
Corks	...	...	30		
			37,578	...	28,344 37,578
Total	...	...	...	...	66,922

Imports.

STATEMENT of Articles Imported into the District of Buffalo Creek, under the provisions of the Reciprocity Treaty, during the Year ending December 31, 1860.

Description of Articles.		American Vessels.		Foreign Vessels.	
		Quantity.	Value.	Quantity.	Value.
			Dollars		Dollars.
Animals	...	...	336 280	...	420
Ashes	Lbs.	95,270	5,381	600	24
Beans	Bushels	152	76	6,452	3,520
Butter	Lbs.	246,918	28,650	40,495	4,676
Cheese	„	1,500	135		
Eggs	100	62,627	15,627	1,576	470
Fish, all kinds	Lbs.	42,310	1,204	14,900	485
Flour and breadstuffs	Cwt.	178,291	483,658	28,387	81,590
Firewood	Cords	1,009	1,053	3,330	3,562
Fruits, dried and undried ...	Bushels	1,176	788	21	24
Furs, undressed	No.	5,025	2,538		
Grain, all kinds	Bushels	905,967	633,659	641,879	507,104
Gypsum, unground	Tons	130	260	184	184
Horns, ...	No.	29,005	299		
Hides and skins, undressed ...	„	18,714	4,918	74	51
Lard	Lbs.	1,895	180	80	8
Meats, fresh, smoked, or salted	„	1,268,014	66,186	800	48
Nuts	„	...	53	4	6
Ores of metal	Tons	358	19,690	177	14,000
Pelts	No.	25,578	12,753	1,881	978
Pates	„	19,974	569		
Peas	Bushels	33,342	16,657	23,536	19,035
Poultry	No.	12,061	2,361	10	5
Rags	Lbs.	313,517	8,360	14,178	386
Seeds and plants	„	...	3,959	5	6
Stone, unwrought	Cords	4	30		
Tallow	Lbs.	50	5		
Timber and lumber, round, hewed, and sawed, unmanufactured	...	...	270,666	...	220,857
Tails, undressed	No.	13,038	200		
Vegetables	Bushels	11,271	2,864	560	120
Wool, unmanufactured	Lbs.	184,749	43,917	27,730	8,169
			1,961,565	...	858,728
Other Articles, free, viz.:—					
Products of the United States, exported and brought back	...	...	9,173		
Personal and household effects	...	...	8,826		
Bell metal	...	...	13		
Old brass	...	...	47		
Old copper	...	...	488	...	15
Old junk	...	...	76	...	34
Stave and shingle bolts ...	...	...	3,669	...	1,185
			1,983,857	...	859,962
Total during the year .	...	...	...	...	2,843,819

TABLE of Articles paying Duty Imported during the same Period.

Description of Articles.		American Vessels.		Foreign Vessels.	
		Quantity.	Value.	Quantity.	Value.
			Dollars.		Dollars.
Clothing	...	...	1		
Copper-wire	...	...	51		
Cotton, manufactures of ...	...	...	5		
Flax	...	...	3		
Glass bottles	Gross	3	4		
Glass, other manufactures of ...	...	...	44		
Hemp, manufactures of	...	...	13		
Honey	Galls.	7	7	2	3
Iron nails	Lbs.	387	15		
Iron, old scrap	Cwt.	9,128	6,493	11,109	7,286
Iron rods	„	3	11		
Iron, manufactures of	...	...	443		
Leather, manufactures of ...	...	...	15	...	5
Molasses	Galls.	5	5		
Silk, manufactures of	...	...	9		
Brandy	Galls.	195	413		
Spirits, from grain	„	228	297		
Brown sugar	Lbs.	1,061	62		
Port wine	Galls.	124	182		
Sherry wine	„	31	67		
Champagne, in bottles	Doz.	31	313		
Wares, china and earthen ...	...	...	8		
Wood, manufactures of	...	...	10,318	...	14,689
Wine in casks	Galls.	3	4		
Woollen blankets	No.	2	2		
Wool, manufactures of	...	...	9		
Beeswax	...	...	128	...	2
Cider	...	...	6		
Bones	...	...	13		
Hay	...	...	677	...	99
Feathers	...	...	73	...	25
Hulled Barley	...	...	...	...	42
Sarsaparilla-root	...	...	7		
Daguerreotypes	...	...	2		
Mineral water	...	...	9		
Malt	...	...	462		
Old type	...	...	5		
Total paying duty in 1860 .	...	...	20,176	...	22,191 20,176
Total	...	...	...	...	42,367

RECAPITULATION.

	Dollars.
Value of articles free in the Treaty	2,820,293
„ „ under Tariff Act of 1857 ...	23,526
„ paying duty	42,367
Total	2,886,186

COMPARATIVE Statement of the Imports of a few leading Articles of Product of Canada; free under the Reciprocity for Three Years.

		1858.	1859.	1860.
Flour and breadstuffs	Cwt.	240,691	85,478	206,678
Grain of all kinds	Bushels	374,065	763,977	1,547,846
Hides and skins	No.	53,228	50,772	18,788
Ashes, pot	Lbs.	75,897	110,328	95,870
Pelts	No.	18,809	25,360	27,459
Wool	Lbs	146,891	325,820	212,479
Copper ore	Tons.	504	371	

COMPARATIVE Statement of a few Articles of Domestic Produce, Exported into Canada during the past Three Years.

		1858.	1859.	1860.
Whale and other fish oils	Galls.	13,448	..	6,813
Candles	Lbs.	15,979	7,916	
Tallow	„	32,929	19,560	130,712
Cheese	„	86,469	57,076	60,700
Pork	Barrels	364	1,293	724
Bacon	Lbs.	132,581	..	19,370
Lard	„	13,772	17,178	6,819
Wheat	Bushels	211,115	184,182	125,061
Corn	„	114,067	115,192	93,820
Brown sugar	Lbs.	25,616	16,270	17,567
Spirits of grain	Galls.	9,002	8,070	1,663
Molasses	„	13,466	9,791	5,618
Tobacco manufactured ..	Lbs.	34,500	..	228,985
Leather	„	63,882	43,270	21,310
Boots and shoes . ..	Pairs	8,665	4,830	2,794
Cable and cordage ..	Lbs.	11,600	7,350	40,600

Comparative Statement of a few Articles of Foreign Merchandise, Exported to Canada during Three Years.

		1858.	1859.	1860.
Tea	Lbs.	169,336	200,492	88,601
Coffee	,,	70,770	79,598	24,073
Sugar	,,	9,197	..	29,084
Raisins	,,	12,904	7,300	15,665
Nuts	,,	3,979	8,330	
Spice	,,	506		
Prunes	,,	350	..	1,427
Pepper	,,	6,395	9,179	3,920
Currants	,,	5,417	15,000	10,542

These Tables show the entire Canada trade of this port during the year; the increase to be particularly noticed is in the importation of grain, which may be accounted for by the splendid harvest of the year, and the great demand towards the close of the season.

The canal trade of Buffalo during the year has fully kept pace with the increased business transacted in this city during the same period. Navigation on the canal opened on the 25th April and closed on the 24th November, leaving 212 days for business. During that period the amount of grain and other articles sent forward from this port may be judged by the comparative Table which I now give, taken from the Canal Commissioners' Report:—

Comparative Statement of most of the Articles shipped hence by Canal during the past three seasons.

		1858.	1859.	1860.
Lumber	1,000 feet	51,991,057	94,346,597	91,602,507
Timber	100 cubic ft.	5,471	213,762	47,262
Staves	Lbs.	155,042,519	222,939,918	264,838,920
Ashes	Casks	3,064	6,718	1,366
Pork	Barrels	38,602	35,782	5,466
Beef	,,	72,503	30,358	6,460
Bacon	Lbs.	3,009,548	1,518,147	4,452
Cheese	,,	504,115	450,455	954,289
Butter	,,	515,182	188,497	169 418
Lard, tallow, &c.	,,	3,830,619	3,150,502	106,660
Wool	,,	1,736,883	1,747,556	1,079,942
Hides	,,	569,312	342,029	79,431
Flour	Barrels	771,602	220,486	180,853
Wheat	Bushels	8,294,690	6,168,068	13,951,458
Rye	,,	64,528	36,587	50,804
Corn	,,	5,478,343	2,157,538	10,306,048
Barley	,,	204,293	308,526	130,189
Oats	,,	1,916,214	953,169	1,282,646
Bran, &c.	Lbs.	10,436,749	1,943,724	3,921,731
Peas and beans	Bushels	26,478	84,010	62,205
Dried fruit	Lbs.	45,942	3,820	3,534
Cotton	,,	464,994	25,249	
Potatoes	Bushels	22,401	211	117
Tobacco	Lbs.	276,359	1,483,843	21,153
Hemp	,,	49,966	256,189	95,412
Seed	,,	2,851,707	817,044	158,839
Flax-seed	,,	511,199	121,574	295,328
Hops	,,	31,733	39,432	5,382
Domestic spirits	Galls.	2,047,213	637,210	631,186
Leather	Lbs.	185,205	94,579	30,172
Furniture	,,	721,756	563,142	332,175
Lead	,,	2,011,807	6,070,072	6,159,988
Pig iron	,,	2,799,587	364,000	4,000
Bloom and bar iron	,,	510,815	7,300	
Castings, &c.	,,	225,383	189,846	79,234
Domestic salt	,,	...	...	16,700
Iron and steel	,,	454,236	1,484,447	2,493,845
Railroad iron	,,	456,673	1,250,031	377,838
Crockery and glassware	,,	240,604	282 895	298,675
All other merchandize	,,	6,579,348	1,664,901	1,390,414
Stone, lime, and clay	,,	2,056,095	7,241,562	146,543
Coal	,,	3,251,829	82,016,037	71,962,850
Copper ore	,,	4,571,475	3,455,923	5,587,812
Sundries	,,	7,846 785	14,012 024	18,840,172

I likewise annex a statement of articles received here by canal:—

Comparative Statement of most of the Articles Arriving at Buffalo by Canal, for Three Years.

		1858.	1859.	1860.
Lumber	Feet	1,118,515	423,169	277,055
Timber	100 cubic ft.	171,835	35,156	29,288
Staves	Lbs.	201,750	515,400	961,000
Wood	Cords	15,845	8,992	9,075
Cheese	Lbs.	17,340	5,930	4,660
Hides	,,	573,904	386,789	137,845
Flour	,,	6,128	10,692	3,957
Wheat	Bushels	8,515	100,444	24,198
Rye	,,	9,434	15,765	24,115
Corn	,,	2.460	17,158	64.823
Barley	,,	71,227	5,210	24,208
Oats	,,	13.791	220	8 734
Bran, &c.	Lbs.	366,206	136,610	111.500
Beans and peas	Bushels	4,8 8	634	448
Potatoes	,,	39,077	76.777	10,237
Dried fruits	Lbs.	389,324	262,515	261.354
Hops	,,	1,032,864	489,768	385,864
Domestic spirits	Galls.	16,400	65,529	102,200
Leather	Lbs.	800,863	1,172,260	2,414
Furniture	,,	2,847,356	1,821,941	1,285,857
Pig iron	Lbs.	12,015,465	6,111,438	13,798,369
Castings, &c.	,,	18,020,863	11,261,360	11,425,929
Domestic cotton	,,	392,181	393,951	5,065
Domestic salt	,,	76,735,102	112,455,161	92,949,269
Foreign salt	,,	266,003	165,867	112,563
Sugar	,,	20,362,750	15,699,904	31,179,468
Molasses	,,	6,554,269	14,946,241	16,159,122
Coffee	,,	6,261,583	7,086,672	2,848,048
Nails, spikes, &c.	,,	2,551,414	3,011,417	2,772,372
Iron and steel	,,	7,081,229	13,818,462	13,621,569
Railroad iron	,,	3,045,619	44,805,896	3,803,897
Crockery and glassware	,,	3,751,475	5,568,231	4,265,601
All other merchandize	,,	62,991,342	96,400,793	93,652,751
Stone, lime, and clay	,,	43,906,526	40,091,458	42,838 446
Gypsum	,,	954,221	483,053	573,550
Coal	,,	54,726,976	67,121,711	68,259,212
Sundries	,,	9 743.968	14,267.723	27.785.110

There has been a considerable increase in the amount received for tolls during the year:—

	Dollars.
Tolls in 1858	719,683
,, 1859	552,432
,, 1860	1,137,315

The following shows the number of tons of property, and the estimated value thereof, moved on the canal for a period of three years:—

Year.	Tons.	Value.
		Dollars.
1858	218,966	33,039,905
1859	249,271	35,700,903
1860	246,184	44,201,772

The proportion of flour carried by canal is decreasing every year, the railways now absorbing nearly all of that business. I perceive by a Table which I now have before me, that the New York Central Railway carried, in 1860, 703,407 barrels of flour, but only 281,712 bushels of wheat; I expect, however, that a few years will make a great difference in the quantity of wheat and other grain in bulk carried by the lines of railway connecting the west with the seaboard, and that there will be a steady increase in their business in this particular.

Of the facilities for handling and transporting grain at this port, I think it desirable that I should afford information, as I believe that British merchants may possibly find it to their interest, some time or other, to purchase their supplies of grain at the fountain-head—the Western Prairies—the great granary of this continent. For the season of 1861 we shall have in operation in this city seventeen elevators, with a capacity of storing a total of 3,205,000 bushels, and of transferring, individually, from 2,500 to 6,000 bushels per hour. altogether 64,500 bushels per hour.

The want of storage and elevating power was much felt during the season of 1860, and, consequently, we shall have seven new elevators in active operation in 1861. I have already given some figures to show the amount of business transacted by the canal during the season, and from the activity in the building-yards this winter, I expect the facilities for transportation by that route will be very much increased during the coming season. The tolls have been raised on grain per canal for the season of 1861, and this policy of the Canal Board is looked upon with great apprehension by the forwarding merchants engaged in the grain trade at this point. I have before me a calculation made by a party who evidently understands the matter, of the expense of carrying a bushel of Indian corn from the Prairies of the west to New York viâ Buffalo and the Erie Canal.

	cents.
Value in field, growing	15
Expense of husking, cribbing, shelling, and hauling to railway depôt	8
Railroad freight to Chicago	8
Freight by lake to Buffalo (estimated at actual cost to forwarders)	6·14
Handling at Buffalo	2
Canal freight at cost, with tolls at 2 mills, estimating all expenses, interest on property invested, and annual depreciation 15 per cent.	11
New York charges	3
	53·14

One cent may be added to this for the extra toll of 1861. I believe this to be a fair estimate, particularly as it is confirmed in a great measure by a calculation made by a railway man in the West, who gives a further estimate, comparing the expense viâ New York with that viâ New Orleans. I annex these estimates, and it will be seen that by adding the 15 cents for first cost of a bushel of corn to the New York estimate, it will pretty nearly tally with the Buffalo man's calculation :—

	cents.
To New Orleans :—	
Freight per bushel to Quincy	9·52
Quincy to New Orleans	20
Insurance	2
Total	31·52
To New York :—	
Freight per bushel to Chicago	11·20
Chicago to Buffalo	8
Buffalo to New York	15
Expenses, handling at Chicago and Buffalo .	4
Total	38·20

By a Return which I have before me, I see that the receipts of grain at New Orleans up to August 1, 1860, amounted to 13,000,000 bushels. What is more natural than the supposition that the new Tariff Bill of the United States, which has just now (April 1861) come into operation, should direct the course of British trade towards New Orleans instead of New York, and that the vessels which bring over British manufactures should return laden with grain as well as cotton. In connection with these estimates of the cost of the carriage of a bushel of corn to the seaboard, if we take into consideration the ruling prices of the past season at New York, it will be seen that there has been but a small amount of profit upon the sale of this article. There are many routes competing for the carriage of grain on this continent, but there is business for them all, though it is but natural that the one affording the greatest facilities at the smallest cost will take the lead of her competitors.

A new article of commerce has lately been brought into notice in this neighbourhood—I allude to "petroleum," or natural coal oil. As it is probable that the supply of this article may become very great, and be of serious consequences to British capitalists embarked in the whale fishery, I shall proceed to give such information as I have been able to collect from various sources on the subject.

I have not as yet seen one of the wells from which this oil is obtained in operation, but as there are several parties engaged in boring in the immediate neighbourhood of this city, I expect at a future period to be in a position to give further particulars upon this subject. Oil has been found in large quantities in Pennsylvania, Ohio, Western New York, and Canada. From Pennsylvania one line of railway brought during the month of January 1861, to this city, 14,316 barrels.

One of the theories in connection with petroleum is, that it is strained from the coal-bed strata; that the coal has been subjected to immense pressure, heat, and chemical action, through vast periods of time; and that the oil is forced out, and follows the various streams. That it was collected from the rivers by the Indians by absorbing it in blankets when seen floating on the surface of the water, there is no doubt. A feature in the wells of Pennsylvania and other States is, that the oil is not alike in different wells; some is partly bleached, some very dark in colour. It is evident that where it is most closely confined it is the darkest; where it has a chance of evaporation it is the lightest: however, this change may be caused by the chemical action arising from passing through salt or lime formations. When a vein is struck the oil spouts from the mouth of the well, and flows till the pressure is relieved; this accounts for the surface indications met with at various points.

It is evident that the conversion of vegetable matter into coal is accompanied by the escape of carbon and hydrogen, in the form of carburetted hydrogen, which is the composition of these oils, and that these oils and gases are the results of Nature's chemical operations in the transformation of wood and coal to anthracite; and the different specific gravities of the oils from various wells show the different stages of decomposition and transformation. The immense pressure forces the oil into the different seams and springs, the oil following the various streams; hence the endless variety of the places where it is found, far from any known indications, and often on high and level districts. In pumping, the stronger the vacuum, more oil and less water is produced: the oil being lighter rises first. The crude oil sells at the wells for from 20 to 25 cents the gallon.

I am not in a position at present to give any estimate of the quantities produced at the oil-wells of Pennsylvania, Ohio, and Western New York, so must reserve for a future paper any remarks upon that subject.

I have been informed that it is admirably adapted for a cheap lubricator, with a certain amount of preparation, and has already been used extensively for that purpose on some lines of railway in the United States.

I shall conclude by furnishing some statistics, taken from the Report of the Board of Lake Underwriters, as to the shipping engaged in the commerce of the Lakes.

Number of Vessels owned in Buffalo, and their Tonnage.

Craft.	Number.	Tonnage.
Steamers	13	10,266
Propellers	57	33,255
Tugs	32	2,774
Barques	10	4,834
Brigs	18	5,555
Schooners	135	33,475
Total	265	90,159

Number of Vessels engaged in the Navigation of the Western Lakes during the Year 1860.

Craft.	Number.	Tonnage.
Steamers	138	69,150
Propellers	197	61,550
Barques	58	23,417
Brigs	90	25,047
Schooners and sloops .	974	198,661
Total	1,457	377,825

Fewer disasters have occurred on the Lakes during the year 1860 than in the previous year, but the loss of of life has been fearful, 578 people having perished. The total amount of loss by steamers and sail-vessels amounts to 1,020,100 dollars for the season of 1860.

By a recent decision of the Supreme Court of the United States at Washington, the Western Lakes have been held to be inland seas, and as such "Admiralty jurisdiction" extends to them the same as if they formed part of the ocean. The Act of Congress relied upon in this decision is "An Act to limit the liability of Shipowners, and for other purposes," passed March 3, 1851, many of the clauses of which Act are taken from 53 Geo. III, cap. 159. The question now decided is one of great importance to the commerce of the Lakes. Before the passage of the Act of 1851, vessel-owners were liable, without limit, for losses happening on shipboard, except in cases of loss from the act of God or the public enemy; and for losses happening from collisions, other acts of negligence on the part of the master and crew, &c., to an extent equal to the loss sustained or the damage done. An owner of a small interest in a vessel might, therefore, be made liable for a large amount. Until this decision of the Supreme Court of the United States, such was supposed to be the law upon the Lakes, for Courts of high authority had held the law in question had no application to these inland waters. The decision establishes that in case of loss by fire, happening on shipboard, the owner shall be exempt from all liability; and in other cases, such as those of collision, and the very many other cases of the kind, including, in substance, all the risks of navigation, his liability shall only equal in extent that of the value of his interest in his own vessel, and that where losses have happened to several parties, he can exempt himself from all personal liability, by assigning his interests in the vessel, for the benefit of the parties suffering loss, to a trustee to be appointed by the Court.

NEW YORK.

Report by Mr. Archibald, British Consul at New York, on the Trade of his Consular District for the year 1860.

In submitting a Report of the trade and navigation of of my Consular district, and more particularly of the port of New York, during the past year, I have deemed it useful to accompany and contrast the Returns for 1860 with similar comparative statements for the four preceding years, embracing the period of the financial revulsion of 1857–58.

The political dissensions which for months past have agitated the whole population of the United States had already begun seriously to prejudice the general commerce of the country before the close of the past year The continued unhappy aspect of public affairs, and the increasing probability of civil war, mark an epoch from whence may naturally be dated commercial fluctuations, arising from causes of a nature widely different from any which have heretofore influenced the commerce of this country. A comparative statement, therefore, of the trade and navigation of this port for the last five years, with a brief review of the circumstance which, towards the close of 1860, introduced the existing commercial depression, will be just now more than usually instructive.

The disturbances of commerce which were among the effects of the revulsion of 1857 had subsided towards the close of the year 1858. During the year 1859, and until towards the close of 1860, the foreign trade at this port steadily increased. It had reached a degree of prosperity never before attained. Until the month of November there seemed no reason whatever to doubt the continuance of this flourishing condition of commerce. In all parts of the country the elements of the greatest prosperity existed. The largest crops of wheat and other agricultural produce ever known were being readily sold at highly remunerative prices, with the prospect of increased sales in Europe. The raw materials of manufacture were in abundance, with an adequate supply of labour, and money at cheap rates. Owing to the increasing shipments of breadstuffs, and the consequent supply of bills of exchange drawn against shipment, the rate for sterling bills had fallen to a point unusually low for the season, thus facilitating the remittances of importers. Specie had almost ceased to be exported, and had accumulated in the banks of this city to an amount exceeding by several millions of dollars that of the corresponding period of the preceding year.

The exports of domestic produce largely exceeded the highest amount for the corresponding period of any preceding year, and the imports were gradually approaching in value and equality the figures of 1859, which were very largely in excess of those of previous years. The prospect of a largely increased and prosperous trade between this city and the Western country, as well as with the Southern States, during the spring of 1861, seemed certain of realization. The receipts of railroads and the revenues of the Government gave promise of increased amounts from the supply of the anticipated demands of trade. The shipping interest was also beginning to benefit, in no small degree, from extended employment and advancing rates of freight. Capital circulated freely, and the only apprehended check to the progress of this hopeful condition of affairs seemed to be in the possibly injurious effect upon the manufacturing interests of England and France, of a short supply of food, and of political disturbances in Europe.

Such was the state of affairs in the beginning of November, when the political disturbances which followed the Presidential election cast a blight on commerce. Threats of the disruption of the Union first alarmed the banks, and led to a sudden curtailment of discounts at the most inopportune period; the pressure in the money market became intense. Sterling bills were unsaleable at par, and merchants' sterling drafts for a time fell 2 or 3 below par, while exchange from all parts of the interior on New York rose rapidly to an unusual premium, embarrassing more especially the Western trade. The wheels of commerce became effectually clogged, and a general bankruptcy seemed imminent. In this emergency it became essential to adopt some means of relieving the exchange market in the first place, so as to enable the banks to extend loans to customers. This object was effected by a simple and judicious arrangement between all the banks of the city, with one exception, whereby the specie in all these banks was held as a common fund, certificates being taken in payment of balances at the clearing house instead of specie. The arrangement alluded to also embraced the purchase by a Committee of the associated banks of a large amount of sterling exchange, which had the effect of bringing private buyers into the market. The banks under this alliance for mutual support (which, had it been adopted during the financial crisis of 1857, would have greatly mitigated the commercial distress at that period) were enabled to extend their discounts, and to assist the banks in other cities by not drawing specie for balances due, and led some of them to adopt a similar arrangement to that of the New York banks. Meantime, the banks in all places south of this city, excepting New Orleans, suspended specie payments, and increased their loans, facilitating the exchanges of the interior and Southern cities with New York, which at this period, and for some time, continued at unusually high rates (see Table No. 13), presenting most serious hindrances to remittances of debts due in New York.

The arrangement referred to between the banks of the city was, in effect, a suspension of specie payments, and was favoured by the absence of any foreign export of specie for the time. Much gold was, nevertheless, sent to the South to aid the movement of the crops in that quarter; the amount of specie in the New York Banks and Sub-Treasury having fallen from 27,834,100 dollars, on the 3rd of November, to 21,688,000 dollars on the 8th of December, notwithstanding the receipt of 4,063,049 dollars from California, making, in all, a decrease of 10,209,049 dollars (see Table No. 10).

Notwithstanding the judicious arrangements by the New York banks, and the suspension of specie payments in almost all the leading cities, had the effect of removing, or greatly diminishing, the panic feeling produced by the political events consequent on the Presidential election; yet these untoward events continued, and still continue, to assume greater importance in a commercial point of view; and, in combination with the effect of the new Tariff recently enacted by Congress, threaten disastrous results for the future trade of this port. Under the serious apprehensions of dissolution of the Union towards the middle of November, business enterprises began to be abandoned; orders for goods from Europe were countermanded; manufacturing and, indeed, every branch of industry, was curtailed, and a general stagnation of business, except in the export of agricultural produce, seemed certain to take place. Under pressure for accommodation in November, the loans of the banks were largely increased, but fell off again nearly to the same extent towards the end of the year. The value of money was proportionably high, and the low rates for sterling exchange continued without any marked improvement until after the close of the year (see Table No. 11). The decline in the value of stocks and public securities of all kinds in this market was in the same proportion; some of the State stocks being much more affected than others by local circumstances.

The public securities of the State of New York suffered less fluctuation in value than those of any other State, and much less than the United States' or General Government stocks. Bullion ceased to be exported, and it began to flow into New York from both East and West, while the largely increased exports of breadstuffs and cotton beyond those of former years, together with low rates for sterling exchange and the high value of money, speedily led to the importation of specie from Europe, from whence about 10,000,000 dollars arrived during the months of November and December, in the face of an export of 6,000,000 dollars during the same period of the preceding year, making a difference, in all, of about 16,000,000 dollars in the foreign exchanges. The importation of specie has continued almost unabated in quantity up to the time at which I am now writing, there having been received at New York between the 1st of January and the 31st of March of the present year (deducting the specie exported) 13,619,080 dollars, against an export of (deducting the specie imported) 3,908,915 dollars during the same period of last year, making the further difference of 9,710,165 dollars in the foreign exchanges since January 1st, 1861, and showing in the Banks of this city, and in the Sub-Treasury, at this date (March 31st) the extraordinary and unprecedented large amount of nearly 50,000,000 dollars in specie.

The great accumulation of specie at this period, and the stagnation of trade, owing to the uncertainty of future political events, have, among other things, cheapened the value of money until the rates of interest have fallen at the present time to figures almost equal to the lowest rates of the past year; while, on the other hand, exchange has, within the present month, rapidly risen to nearly its average rate of premium, but without much prospect of being sustained at that rate. This last event has been in no small degree influenced by the fact that the cotton crop of the past year has fallen greatly short of its estimated amount, and that there is but little remaining to be shipped compared with the quantity in this country at the same period of the previous year.

Were political difficulties once adjusted, and a reconstruction of the Union, or re-establishment of the authority of the General Government effected, there can be no doubt that commercial enterprise and prosperity would rapidly advance to an unexampled extent. With a large and more available working capital than at any former period, with railroads built, and with the country generally in a condition to develop trade to the greatest advantage, the highest degree of national prosperity, under happier political auspices, might reasonably be anticipated. But all other considerations give place to that of the fearful calamity of impending civil war.

In such a condition of circumstances, and at a period so critical in the commercial as well as political relations of the Northern and Southern sections of the Union, the adoption by Congress of a Tariff, to take effect on the 1st of April next, imposing, generally, higher and, in some cases, exorbitantly increased rates of duty on foreign manufactures, in the face of a low Tariff in the Confederate States, is calculated most seriously to injure the commerce of this port, and to divert a large portion of the foreign importing trade of the country from Northern to Southern ports; while it cannot fail considerably to diminish, in all quarters, the amount of manufactured goods heretofore imported from the United Kingdom. Without further observations at present on the probable effect of the new Tariff, I give below a statement of the comparative rates of duties on some of the more important articles of British manufacture under the existing Tariff, and that about to come into force (see Table No. 14).

With these general remarks upon the course of trade and finance at this port during the last year, I proceed to submit the following Returns and Tables illustrative of the trade and navigation of this Consular district:—

(No. 1.)—Return of British Shipping at the Port of New York, in the Year 1860.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.							Cleared.						
Total Number of Vessels.			Total Tonnage.			Total No. of Crews.	Total Number of Vessels.			Total Tonnage.			Total No. of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
797	37	834	286,579	36,475	323,054	15,613	898	108	1,006	288,834	49,107	337,941	16,890

(No. 2.)—Return of British Shipping at the Port of New York for the Year 1860.

Indirect or Carrying Trade in British Vessels from and to other Countries.

Entered.							Cleared.						
Total Number of Vessels.			Total Tonnage.			Total No. of Crews.	Total Number of Vessels.			Total Tonnage.			Total No. of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
277	49	326	42,962	11,189	54,151	2,713	99	28	127	29,544	9,369	38,913	1,171

(No. 3.)—Total Direct and Indirect Trade in British Vessels for 1860.

Entered.			Cleared.		
No. of Vessels.	Tonnage.	Crews.	No. of Vessels.	Tonnage.	Crews.
1,160	377,205	18,326	1,128	376,854	18,230

Table No. 4.

	1856.		1857.		1858.		1859.		1860.	
	American Vessels.	Foreign Vessels.	American Vessels.	Foreign Vessels.	American Vessels.	Foreign Vessels.	American Vessels.	Foreign Vessels.	American Vessels.	Foreign Vessels.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars	Dollars.	Dollars.	Dollars.
Value of Imports ...	158,738,032	50,999,836	158,142,951	69,979,043	97,143,364	54,005,844	139,505,156	104,549,748	137,382,296	100,379,493
Value of Exports ...	82,722,829	36,935,056	81,432,659	34,375,788	56,451,606	29,218,259	74,471,927	63,274,900	96,511,297	49,543,656

N.B.—No returns are kept at the Custom-house which show the value of Imports and Exports in the vessels of the respective foreign nations; and it is not practicable to obtain at this Consulate statistics of these values in British vessels.

Table No. 5.

Port of New York.	1856.			1857.			1858.			1859.			1860.		
	Vessels.	Tonnage	Men.	Vessels.	Tonnage	Men.	Vessels.	Tonnage	Men.	Vessels.	Tonnage	Men.	Vessels.	Tonnage	Men.
United States' vessels. Arrived	2,763	1,484 646	45,683	2,790	1,478,579	46,114	2,488	1,260,043	38,576	2,587	1,303,120	39,858	2,272	1,487,539	44,881
„ „ Cleared	2,289	1,316,502	41,446	2,023	1,137,153	86,516	1,891	934,752	30,965	1,953	983,439	32,049	2,360	1,297,176	39,890
British vessels. Arrived ...	711	215,640	8,977	681	236,970	12,835	691	212,845	11,363	944	323,207	16,787	1,160	377,205	18,326
„ „ Cleared ...	717	234,529	9,360	676	300,064	12,889	690	207,972	11,160	940	317,937	15,890	1,128	376,854	18,230
All other foreign vessels. Arrived	387	170,623	6,599	380	255,454	6,807	277	157,752	5,918	362	202,412	8,075	357	204,449	7,664
„ „ Cleared	358	158,707	6.085	348	185,490	6.542	281	163,330	5.987	331	184,393	7.547	342	197.626	7,284

It will be seen by the foregoing comparative statement that there has been a steady and progressive increase of British shipping at this port, especially during the past three years; the ratio of increase being considerably greater than that of American vessels, while there has been during the last year, as compared with the preceding one, a falling off in the number and tonnage of vessels of all other nations. This increase of British shipping promises to continue during the present year; subject, however, to the operation of the new Tariff Act, and the impending political disturbances which may, nevertheless, throw an increased proportion of the indirect, or carrying trade, into the hands of British shipowners. The number and tonnage of British vessels entered at, and cleared from, this port for the quarter ended this day, as compared with the corresponding quarter of last year, is as follows:—

	1860.			1861.		
	No.	Tonnage.	Men.	No.	Tonnage.	Men.
Arrived ..	168	72,507	3,445	193	63,377	3,613
Cleared ..	177	73,063	3,562	212	75,591	3,877

The increase in the number of British ships engaged in the trade of this port, which, last year, considerably exceeded the highest number for any preceding year, is due, first, to the gradual extension of the traffic in steam-ships; and, secondly, to the steadily increasing trade between the British provinces and this port. The advantage and economy of transporting fine goods, and, indeed, all kinds of merchandize not bulky, in steam-ships, has afforded increasing and remunerative employment in the carrying trade between this country and the United Kingdom, to British screw-steamers, which are, in this respect, rapidly superseding the large sailing-packets once so celebrated, whose freights from Europe are now made up of iron, coal, stone, and such like bulky articles, at low rates, and of emigrant passengers, as to which they already suffer a severe competition from the screw-steamers.

Of British steam-ships there arrived at New York during the past year in all 113, of an aggregate tonnage of 173,090 tons, and 10,353 men. Cleared during the year about the same. There are now no fewer than seven different lines of British steam-ships centering in New York; four of these are regular mail lines—the British and North American (Cunard line); the Galway line; the Bahama and Havana line; and the Jamaica line (the two latter lines employ usually but one ship each); the ships of the Liverpool, New York, and Philadelphia (Inman's line, and a very efficient one), running weekly, and frequently carrying the United States' mails. Of the whole United States' steam-shipping it appears that there has been a decrease of late years; the number and tonnage at the close of 1859 being less than at the end of 1852.

(No. 6.)—COMPARATIVE General Statement of Total Imports and Duties collected at New York for the Five Years ending December 31, 1860.

	Dutiable.	Free.	Specie and Bullion.	Total.	Cash Duties Collected.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856	193,839,646	17,902,578	1,814,425	213,556,649	45,519,270
1857	196,279,362	21,444,734	12,898,033	230,618,129	35,639,075
1858	138,578,256	22,024,691	2,264,120	152,867,067	26,476,727
1859	213,640,363	28,703,732	2,816,421	245,165,516	38,834,212
1860	201,401,683	28,006,447	8,852,330	238,260,460	36,027,481

(No. 7.)—COMPARATIVE Statement of Imports of Dry Goods at New York for Five Years, ending December 31, 1860.

	Manufactures of Wool.	Manufactures of Cotton.	Manufactures of Silk.	Manufactures of Flax.	Miscellaneous.	Totals.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856	27,257,237	17,926,293	30,938,865	9,489,401	7,756,097	93,362,893
1857	27,489,564	18,905,535	28,537,260	7,950,864	7,650,906	90,534,129
1858	19,385,084	11,057,769	19,558,274	5,798,307	4,199,290	60,005,224
1859	37,329,049	24,781,164	33,682,648	11,110,931	6,248,832	113,152,624
1860	34,480,769	17,881,328	34,996,367	7,811,612	6,774,492	101,944,468

(No. 8.)—EXPORTS from New York for Five Years, ending December 31, 1860.

	Domestic Produce.	Foreign, Dutiable.	Foreign, Free.	Specie and Bullion.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
1856	79,254,195	3,354,524	1,058,811	37,218,765	120,886,296
1857	61,803,235	7,331,144	4,229,776	44,360,174	117,724,329
1858	53,949,703	4,087,398	1,601,111	26,001,431	85,639,643
1859	59,929,531	5,050,909	2,999,888	69,715,866	137,696,187
1860	95,468,296	5,765,274	2,258,710	42,191,171	145,683,451

(No. 9.)—IMPORTS and Exports of the State of New York, compared with those of the United States, for the Years 1856, 1857, 1858, and 1859.

	IMPORTS.				EXPORTS.			
Years.	State of New York.	Other Ports.	Total of United States.	Per cent.	State of New York.	Other Ports.	Total of United States.	Per cent.
	Dollars.	Dollars.	Dollars.		Dollars.	Dollars.	Dollars.	
1855–56 ..	210,160,454	104,479,468	314,639,922	66·79	119,111,500	207,853,408	326,964,908	36·43
1856–57 ..	236,493,485	124,396,656	360,890,141	65·53	134,803,298	228,157,384	362,960,682	37·14
1857–58 ..	178,475,736	104,137,414	282,613,150	63·15	108,340,924	216,303,496	324,644,420	33·37
1858–59 ..	229,181,349	109,586,781	338,768,130	67·65	117,539,825	239,249,637	356,789,460	32·94
Four years ..	854,311,024	442,600,319	1,296,911,343		479,795,547	891,563,925	1,371,359,472	34·99
Average ..	213,577,756	110,650,079	324,227,835	65·90				

(No. 10.)—SPECIE and Bullion Imported into, and Exported from, New York; Amount in Sub-Treasury, and Total in the City, for each Month of the following Years.

	1859.		1860.		Money in United States' Treasury.	Total in the City.
	Received.	Exported.	Received.	Exported.		
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
January	2,587,013	2,305,699	3,549,248	514,762	32,777,219	108,678,043
February	2,607,890	2,340,653	2,964,369	1,314,804	37,655,076	118,732,070
March	1,965,444	4,157,254	2,783,660	2,383,136	41,220,510	156,087,303
April	3,127,562	5,390,843	2,601,548	2,956,368	30,477,091	123,416,428
May	3,418,784	11,445,909	2,902,456	5,457,948	27,427,365	121,190,168
June	3,555,215	9,354,423	2,927,232	9,168,615	32,248,728	150,535,178
July	3,881,861	8,268,272	2,188,174	5,954,685	21,137,566	113,184,324
August	3,986,606	5,970,056	2,793,791	7,010,434	23,180,351	108,016,564
September	5,050,399	8,775,149	2,944,317	5,024,625	27,249,380	123,797,100
October	6,124,894	5,327,909	2,781,870	2,101,345	18,930,101	104,265,339
November	3,289,449	3,889,071	3,240,630	536,213	20,700,236	102,247,215
December	3,277,663	2,784,996	8,622,452	203,883	14,553,057	104,534,614
	41,022,328	70,010,234	40,299,757	42,626,818	327,557,180	1,434,684,346

(No. 11.)—RATES of Bills in New York.

	London.			Paris.				London.			Paris.		
	c.		c.	c.		c.		c.		c.	c.		c.
January 1	9	to	9⅜	5·18¾	to	5·17½	July 1 ..	9½	to	9⅞	5·13¾	to	5·13⅛
,, 15	8½		9	5·21½		5·18¾	,, 15 ..	9½		9⅞	5·13¾		5·13⅛
February 1	8⅞		9	5·18¾		5·17½	August 1 ..	9⅝		9⅞	5·13¾		5·13⅛
,, 15	8½		9	5·18¾		5·17½	,, 15 ..	9⅝		10	5·13¾		5·13⅛
March 1	8⅝		9	5·17½		5·15	September 1 ..	9¾		10	5·14⅜		5·13⅛
,, 15	8⅝		8⅞	5·17½		5·15⅝	,, 15 ..	9¾		9⅞	5·14⅜		5·13⅛
April 1	8⅝		8⅞	5·18¾		5·16¼	October 1 ..	9⅛		9⅝	5·15⅝		5·14¾
,, 15	8⅝		8⅞	5·16¼		5·17¼	,, 15 ..	8¼		9	5·17½		5·15⅝
May 1	9¼		9½	5·13½		5·12½	November 1 ..	8		8⅜	5·20		5·17½
,, 15	9⅜		9⅝	5·13¾		5·13¼	,, 15 ..	5		6¾	5·30		5·23½
June 1	9⅝		9¾	5·13⅛		5·12½	December 1 ..	1		5	5·47½		5·40
,, 15	9½		9¾	5·13¾		5·12½	,, 15 ..	1		4	5·60		5·50

(No. 12.)—LOWEST and Highest Prices each Month of 1860, of Wheat, Flour, and Corn, and the Freight (in sterling) from New York to Liverpool.

	Wheat.		Flour.		Corn.		Sterling Freight to Liverpool.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.
	$ c.	$ c.	$ c.	$ c.	c.	c.	s. d.	s. d.
January	1 12	1 26	5 10	5 55	..	..	1 9	2 3
February	1 15	1 25	5 10	5 30	..	..	2 0	2 3
March	1 18	1 30	5 25	5 65	70	78	1 9	2 3
April	1 17	1 35	5 25	5 65	70	85	1 9	2 3
May	1 17	1 33	5 15	5 70	60	80	1 10	2 6
June	1 18	1 35	5 15	5 65	60	68	1 6	2 0
July	1 14	1 33	5 15	5 60	60	66	2 3	2 6
August	1 15	1 33	5 15	5 80	60	68	2 3	3 6
September	1 14	1 33	5 30	6 20	65	70	3 6	4 0
October	1 14	1 35	5 40	5 70	68	72	3 0	3 8
November	1 5	1 32	4 50	5 65	64	72½	3 0	4 3
December	0 98	1 28	4 50	5 65	58	72	2 9	3 6

(No. 13.)—RATES of Currency and Checks at leading points on New York, December 1, 1860.

	Checks.	Currency.			Checks.	Currency.	
Berlin	½	⅜ to	½	Chicago	12	12 to	15
Philadelphia	2½	2	3	St. Louis	12	12	15
Baltimore	4	4½	5	Detroit	2	2	2½
Virginia	..	9	10	Cincinnati	2	2½	3
South Carolina	..	9	10	New Orleans	3½	4	5

(No. 14.)—COMPARATIVE Duties on some principal Articles by Tariffs of 1857 and 1861.

	1857.	1861.	
	Per cent.	$ c.	
Boiler plates	24	20 0	per ton.
Books, blank	15	..	20 per cent.
,, periodicals, and other works in the course of printing and republication in the United States	15	..	15 ,,
,, printed magazines and illustrated newspapers, bound or unbound, not otherwise provided for	8	..	15 ,,
,, of engravings, bound or unbound	8	..	15 ,,
Chains, all	24	0 1½ 0 2 0 2½ ..	per lb., over ½ in. in diameter. ,, ¼ to ½ in. ,, No. 9 to ¼ in. ,, Under No. 9, 25 per cent.

	1857.	1861.			
	Per cent.	$	c.		
Cotton, unbleached, 100 threads square inch or less, and over 5 oz. per yard	24	0	1	per square yard.	
„ 100 to 140 threads, not 5 oz.	24	0	2	„	
„ 140 to 200 „ „	24	0	3	„	
„ over 200 „ „	24	0	4	„	
„ bleached, 100 threads square inch, or less, and over 5 oz.	24	0	1½	„	
„ 100 to 140 threads, not 5 oz.	24	0	2½	„	
„ 140 to 200 threads „	24	0	4½	„	
„ coloured, 100 threads square inch or less, and over 5 oz.	24	0	1½	„	and 10 per cent.
„ 100 to 140 threads, not 5 oz.	24	0	2½	„	„
„ 140 to 200 „ „	24	0	3½	„	„
„ over 200 threads	24	0	4½	„	„
„ other, plain woven, costing over 16 cents per square yard	24	..		25 per cent.	
Iron, anchors	24	0	1½	per lb.	
„ anvils	24	0	1¼	„	
„ axles, and malleable iron, in castings	24	0	2	„	
„ band, hoop, and slit rods, all other	24	20	0	per ton.	
„ bars, flat, 1 to 7 in. wide, and ¼ to 2 in. thick (not less than 20 per cent.)	24	15	0	„	
„ bars, round, ½ to 4 inches diameter	24	15	0	„	
„ bars, square, ½ to 4 inches square diameter	24	15	0	„	
„ bed-screws, and wrought hinges	24	0	1½	per lb.	
„ blacksmiths' hammers and sledges	24	0	2	„	
„ boiler-plates	24	20	0	per ton.	
„ cables, chains, and parts	24	0	1¼	per lb.	
„ cast-iron vessels, saddlers', tailors', and hatters' stoves and stove-plates	24	0	1	„	
„ cast-iron pipe (steam, gas, and water)	24	0	0½	„	
„ cast-iron butts and hinges	24	0	2	„	
„ castings, all other	24	..		25 per cent.	
„ chains, trace, halter, and fence, of rod, over ½ inch	24	0	1½	per lb.	
„ „ „ ¼ to ½ inch	24	0	2	„	
„ „ „ No. 9 to ¼ in.	24	0	2½	„	
„ „ „ less than No. 9	24	..		25 per cent.	
„ cut tacks, brads, and sprigs, not over 16 oz. per 1,000	24	0	2	per 1,000.	
„ „ „ over 16 oz. per 1,000	24	0	2	per lb.	
„ galvanized or zinc-coated	24	0	2	„	
„ hollow-ware, glazed or tinned	24	0	2½	„	
„ liquor	24	..		10 per cent.	
„ nails and spikes, cut	24	0	1	per lb.	
„ nails, spikes, rivets, and bolts, wrought	24	0	2	„	
„ nails, horseshoe	24	0	3½	„	
„ other, rolled and hammered	24	20	0	per ton.	
„ pig and old scraps (not less than 20 per cent.)	24	6	0	„	
„ railroad, not over 6 inches high (not less than 20 per cent.)	24	12	0	„	
„ sheet, smooth or polished	24	0	2	per lb.	
„ sheet, all other, not thinner than No. 20 wire	24	20	0	per ton.	
„ sheet, No. 20 to 25	24	30	0	„	
„ slabs, blooms, loops, and more wrought than pig, and less than bars	24	15	0	„	
„ taggers' irons	24	..		10 per cent.	
„ wood screws, 2 inches or less	24	0	8	per lb.	
„ „ over 2 inches	24	0	5	„	
„ „ washed or plated	24	..		30 per cent.	
„ wrought, for mills, mill-cranks, ships, locomotives, steam-engines or parts, not less than 25 lbs.	24	0	1½	per lb.	
„ wrought, railroad chains, nuts, and punched washers	24	25	0	per ton.	
„ wrought tubes, steam, gas, and water	24	0	2	per lb.	
Linens, bleached or unbleached	15	..		30 cents or less, 25 per cent.	
„ „	15	..		over 30 cents 30 per cent.	
„ all manufactures of, not otherwise specified	15	..		30 per cent.	
Steel, in ingots, bars, sheets, or wire, over ¼ inch diameter, valued 7 cents or less	15	0	1½	per lb.	
„ „ „ valued 7 to 11 cents	15	0	2	„	
„ in any form not provided for	15	..		20 per cent.	
„ wire, No. 16 to ¼ inch in diameter	15	0	2	per lb., and 15 per cent.	
„ „ less than No. 16	15	0	2½	„ „	
„ all manufactures of	24	..		30 per cent.	
Wool, all manufactures of	24	0	12	per lb., and 25 per cent.	
„ and hair of alpaca, goat, or other like animals, unmanufactured, value less than 18 cents	Free	..		5 per cent.	
„ „ „ at 18 cents	Free	..		10 „	
„ „ „ 18 to 24 cents	24	0	3	per lb.	
„ „ „ over 24 cents	24	0	9	„	
„ belts, for paper	24	0	25	„	
„ blankets, for printers	24	0	25	„	
„ bunting, and all coloured	24	0	30	„	
„ carpets, value 1 dollar 25 c. per yard, or less	24	0	40	per yard.	
„ „ over 1 dollar 25 c. per yard	24	0	50	„	
„ „ Brussels, and tapestry	24	0	30	„	
„ „ treble ingrain and Venetian	24	0	30	„	
„ clothing, ready made, all kinds	24	0	12	per lb., and 25 per cent.	
„ cloths, shawls, and all manufactures	24	0	12	„ „	
„ de laines, cashmeres, barège, grey	24	..		25 per cent.	
„ druggets, bockings, felt, and carpetings	24	0	20	per yard.	
„ embroideries, webbing, hats	15	..		20 per cent.	
„ on the skin	15	..		15 „	
„ waste, or shoddy	4	..		10 „	
„ all other, manufactured	24	..		10 „	
Woollen bags	24	..		30 „	
„ cassimere	24	0	12	per lb., and 25 per cent.	
„ stockings, binding, mitts, gloves, floor-cloth, or hosiery	24	..		30 per cent.	
Woollen and worsted yarn :—					
Finer than No. 14	19	..		30 „	
Value 50 cents or less, and not finer than No. 14	19	..		25 „	
Value 50 cents, and not over 1 dollar	19	0	12	per lb., and 15 per cent.	
Value over 1 dollar	19	0	12	„ „	

(No. 15.)—COMPARATIVE Prices at New York on January 3.

		1856.	1857.	1858.	1859.	1860.	1861.
Breadstuffs :—		$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Wheat flour, State	Barrel	8 0	8 0	5 75	5 62½	5 12½	5 0
,, best extra Genesee	,,	11 0	8 50	7 50	7 55	7 50	7 50
Rye flour	,,	6 37½	5 0	4 0	3 75	4 0	4 0
Corn meal, Jersey	,,	4 0	3 25	3 25	3 40	3 90	3 15
Wheat, white, Genesee	Bushel	2 20	1 80	1 30	1 40	1 50	1 45
White, Michigan	,,	2 12½	1 75	1 20	1 25	1 60	1 45
White, Ohio	,,	2 12½	1 75	1 15	1 30	1 45	1 45
White, Southern	,,	2 16	1 78	1 25	1 45	1 45	1 45
Red, Western	,,	1 90	1 58	1 10	1 20	1 30	1 38
Rye, Northern	,,	1 31	0 92	0 73	0 78	0 92	0 75
Oats, State	,,	0 46	0 48	0 43	0 53	0 46½	0 37
Corn, Old Western	,,	0 94	0 68	0 65	0 78	0 90	0 72
Corn, New Southern	,,	0 90	0 67	0 62	0 75	0 88	0 72½
Cotton, middling, upland	Lb.	0 9¼	0 13¼	0 8⅞	0 12	0 11	0 12¼
,, ,, New Orleans	,,	0 9½	0 13½	0 9	0 12⅛	0 11⅜	0 12⅝
Iron, Scotch, pig	Ton	32 0	30 0	26 0	25 0	24 50	21 0
,, English, bars	,,	62 50	63 0	62 50	55 0	53 0	52 0
Naval stores :—							
Crude turpentine	Barrel	3 0	4 0	2 87½	3 68¾	3 43¾	2 75
Spirits	Gallon	0 41	0 48	0 38	0 49	0 44½	0 35
Common resin, N. C.	Barrel	1 60	1 60	1 30	1 55	1 65	1 25
Oils, crude, whale	Gallon	0 80	0 78	0 60	0 55	0 52	0 51
,, ,, sperm	,,	1 80	1 30	1 0	1 36	1 40	1 40
,, linseed	,,	0 88	0 80	0 55	0 65	0 57	0 50
Provisions :—							
Pork, old mess	Barrel	16 75	19 50	15 40	17 0	16 37½	16 0
,, old prime	,,	14 50	16 50	13 0	13 0	11 75	10 50
Beef, city mess	,,	13 50	12 25	10 0	9 0	9 0	6 0
,, repacked Chicago	,,	14 50	12 25	12 50	9 50	9 50	9 0
,, hams, extra	,,	15 0	19 50	15 50	15 0	14 50	14 0
Hams, pickled	Lb.	0 10	0 10¼	0 8¾	0 9¼	0 9¼	0 8
Shoulders, pickled	,,	0 8⅝	0 7½	0 6¼	0 6¼	0 6½	0 5½
Lard	,,	0 11¾	0 12⅝	0 9¼	0 11½	0 10½	0 10⅜
Butter, Ohio	,,	0 20	0 21	0 16	0 18	0 16	0 14
,, State	,,	0 23	0 24	0 20	0 20	0 20	0 18
,, Orange County	,,	0 27	0 27	0 24	0 25	0 24	0 22
,, Cheese	,,	0 11	0 10½	0 8	0 9	0 11	0 10
Rice, good	100 lbs.	5 50	4 31¼	3 25	3 50	4 20	1 60
Sugar, Cuba, good	Lb.	0 8	0 9½	0 7	0 7	0 7¾	0 6¼
Wool, common fleece	,,	0 35	0 38	0 27	0 36	0 40	0 30

The decline in prices, as compared with 1857, extends to nearly every article on the list, and is very strongly marked. Cotton is almost the only article that maintains its place.

VENEZUELA.

Report by Major Matheson, British Consul at Bolivar, on the whole Import and Export Trade at the River Orinoko, during the year ending December 31, 1860.

Import Trade.

THE gross value of the imports for the year amount to 46,069*l.* sterling, showing a decrease of 17,049*l.* sterling, as compared with the previous year; and in the tonnage there is a decrease of 2,322 tons.

British.—The value of imports in British vessels amounts to 5,236*l.* sterling, being an increase of 915*l.* sterling, as compared with 1859; but independent of that sum there has been about 1,000*l.* sterling imported in money to pay for cattle. There is also an increase of 1,768 tons in the shipping, as compared with the previous year.

Venezuelan.—The value of imports in Venezuelan vessels, principally from the British Colonies, amount to 3,364*l.* sterling, showing a decrease of 6,810*l.* sterling, as compared with the previous year. The tonnage is nearly the same as in 1859.

Danish.—The value of imports under this flag amount to 4,056*l.* sterling, from various ports, showing a decrease of 2,075*l.* sterling, as compared with 1859; with a decrease of 118 tons in the shipping.

French.—The trade in French vessels with the Orinoko is at present unworthy of notice.

Hanseatic.—The value imported in Hanseatic vessels amounts to 14,265*l.* sterling, showing a decrease of 11,738*l.* sterling, as compared with 1859; with a decrease of 2,446 tons in the shipping.

Sardinian.—Only one vessel under this flag, importing the value of 3,216*l.* sterling from various ports.

United States.—The value imported from the United States amounts to 18,451*l.* sterling, showing an increase of 11,295*l.* sterling, as compared with the previous year; but in this sum is included 12,000*l.* sterling introduced in money. There is a decrease of 425 tons in the shipping.

Export Trade.

The gross value of exports for the year amount to 66,779*l.* sterling, showing a decrease of 25,496*l.* sterling, as compared with 1859. There is also a decrease of 1,313 tons in the shipping.

The export trade from the Orinoko is confined to British and French Colonies, the Hanseatic ports and the United States.

Additional Report on the whole Trade of the River Orinoko, during the year ending December 31, 1860.

Import Trade.

THE savage and destructive nature of the civil war that broke out in March 1859, and is still carried on, especially in the adjacent provinces, has destroyed all confidence, and paralyzed every species of trade, and the same cause will prevent importations to any extent beyond the absolute consumption of this province, while the present insecurity of persons and properties exist. By the Law of May 1860, there is levied 20 per cent. in addition to the former 60 per cent. of duty, amounting to 200 per cent. on their original value. The port charges, including pilotage and light dues, amount to about 8*s.* 4*d.* sterling per British ton. The rate of freight from Europe cannot be stated, as the arrangements are made for a return cargo to the United States at various prices for particular articles, and not by the ton.

The stock of goods on hand is unusually large, of which nine-tenths are British manufactures, and may value about 2,000,000*l.* sterling, for which, at present, there is no prospect of sale.

The clandestine traffic carried on by natives between Trinidad, Demerara, and this port, is very considerable, but its value is uncertain.

The prohibited articles of import are cocoa, coffee, sugar, salt, and rum.

Export Trade.

The internal produce trade is in the hands of natives, but the export trade to Europe and the United States in the hands of foreigners, who are all connected with British merchants in England, the Colonies, and the United States.

The landing and shipping of cargoes being done by manual labour alone, the carriage and porterage are very expensive.

The Orinoko has an usual rise and fall of 50 to 60 perpendicular feet, and is at the highest flood in August and at the lowest ebb in March.

The exportable articles of native manufacture are grass hammocks and cables; and for internal consumption, common soap, tallow candles, clayed sugar, common coarse sugar, and rum; indian corn or maize, rice, beans, and peas, are cultivated only for local consumption.

Since the 1st of July, 1860, the export duties have been enormously increased, particularly on dried cattle hides, which now pay 2*s.* 6*d.* sterling each, and formerly they paid only 5*d.* Deerskins only paid formerly 1*d.*, and now pay 5*d.* each. There is no restriction to the exports of everything produced in this country on the payment of the specified duty.

The exchange at this port is invariably at the rate of 6¼ dollars current per 1*l.* sterling.